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HOT NEW MOKKA GSE

Huge power hike for baby Vauxhall

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MERC'S MINI MARVEL

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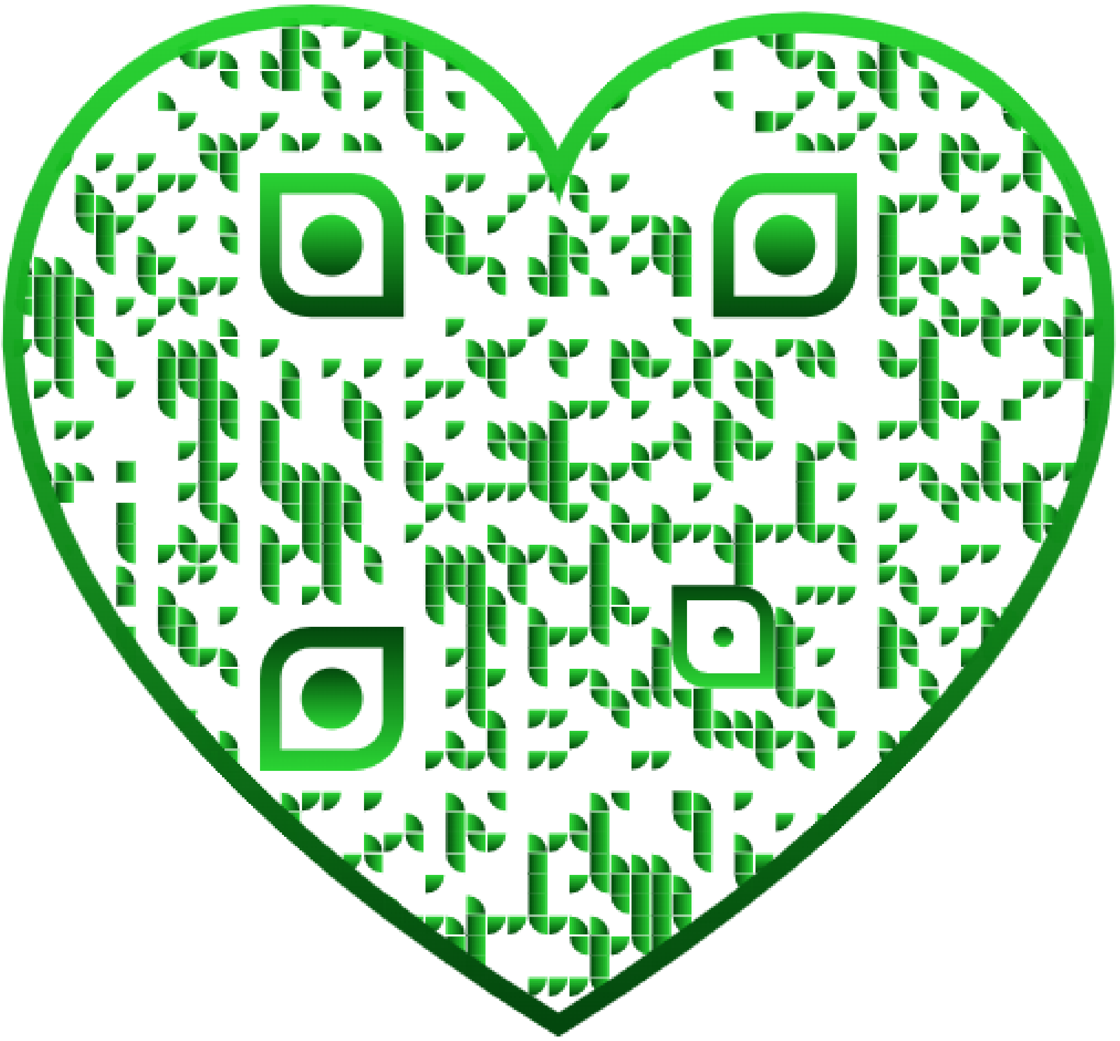
DRIVEN NEW PRELUDE

Behind the wheel in 2026's hot new Honda

FIRST VERDICT

TESTED HYUNDAI IONIQ 9 ● ULTIMATE TYPE R ● VANQUISH VOLANTE



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Subscription prices
UK: £145.00 **Europe:** £240.00 **ROW:** £260.00

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Auto Express is published weekly by Carwow Studio Limited. Registered in England and Wales no. 13018565. Registered address: 2nd Floor, Verde Building, 10 Bressenden Place, London, SW1E 5DH. VAT number GB 364 5579 62. Carwow Studio Limited is part of the Carwow Group, owned by Carwow Ltd.

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Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace,
London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

TALK about a great way to ruin good news. With EV take-up growing far more slowly than required to hit the Government's targets, the car industry has been crying out for incentives to help boost interest in what is still very much new tech to most drivers.

So it's impressive to do what a whole sector has been calling for (see The Government's new £3,750 electric car grant explained feature on P20), but still shoot yourself in the foot with a scheme so complicated that no-one understands how it's going to work, or which cars will be eligible, days after it's announced. It's a shambles, or as one senior UK car industry exec put it to me last week, a "flipping nightmare".

> "THE EV INCENTIVE SCHEME IS A SHAMBLES, OR AS ONE SENIOR UK CAR INDUSTRY EXECUTIVE PUT IT TO ME LAST WEEK, A 'FLIPPING NIGHTMARE'"

I also hear that the E-mail address that manufacturers need to use to register their cars wasn't even working when the announcement of the scheme went live.

Then there's the issue of cars just over the £37,000 threshold, which is oddly close to, yet not the same as the Government's VED expensive-car cut-off of £40k. Brands will be frantically recalculating to see how many of the 15 or so cars within £3,000 of the £37k line could be reduced in price to become eligible. That's if they jump through the required eco hoops to make the cut for £3,750 or £1,500 grants. Renault's Scenic dropped by £200 within 48 hours of the announcement to be a fiver under the threshold. Provided Renault ticks those secret eco boxes.

We've ended up with a scheme seemingly designed with what some might see as the noble aim of helping European brands to compete with Chinese rivals under the guise of environmental credentials. It seems – although any level of actual detail or evidence of a full plan from the Department for Transport would be helpful – that the environmental aspect of the grant is designed to increase transparency and encourage more local production. But because the policy apparently wasn't fully formed when it was announced, we don't really know.

That causes a ripple through the market. EV purchases dived through the floor in the days following the announcement as buyers wait, potentially for weeks, to see if their prospective new EV gets a whopping discount. So the Government's move to boost EV sales could have harpooned them in the short term. Which is careless.

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

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Vauxhall's baby SUV gets sporty

12 REVEALED NEW SUBARU SUV
Uncharted territory for brand

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14 REPORT AIRPORT CHARGES
Rising cost of drop-offs revealed

NEW HONDA

FIRST VERDICT We take to the track in Honda's reborn coupé after its star turn at Goodwood

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

HONDA Prelude is a name we haven't seen on a new car in the UK since 2001. However, unlike some other companies that have resurrected famous badges on cars that are very different to the original, Honda is largely sticking to a trusted formula. The new Prelude is a two-door coupé – like its predecessors.

We expect to see the Prelude arrive in the first half of 2026, joining a rather depleted coupé market that includes the BMW 2 Series and little else. But don't let the sleek, sporty design and a platform shared with the Civic make you think that this is some sort of replacement for the hot Civic Type R, which is bowing out this year with the recently announced Ultimate Edition (see Page 9).

To find out just what it is, while the new Prelude was drawing the crowds at Goodwood's Festival of Speed, we managed to sneak away to Thruxton circuit in Hampshire to drive the very same car that had been taking on the Goodwood hillclimb 24 hours before.

The car we were driving was a pre-production model, but we were assured it was 99 per cent reflective of the car that'll be available in Honda showrooms next year.

The company has been particularly secretive about the new Prelude's technical make-up, but during our track session we did find out a bit more – firstly about the powertrain. It's based on the same set-up as in the latest Civic hatchback – a 2.0-litre Atkinson-cycle petrol engine with hybrid assistance – albeit with some notable tweaks.

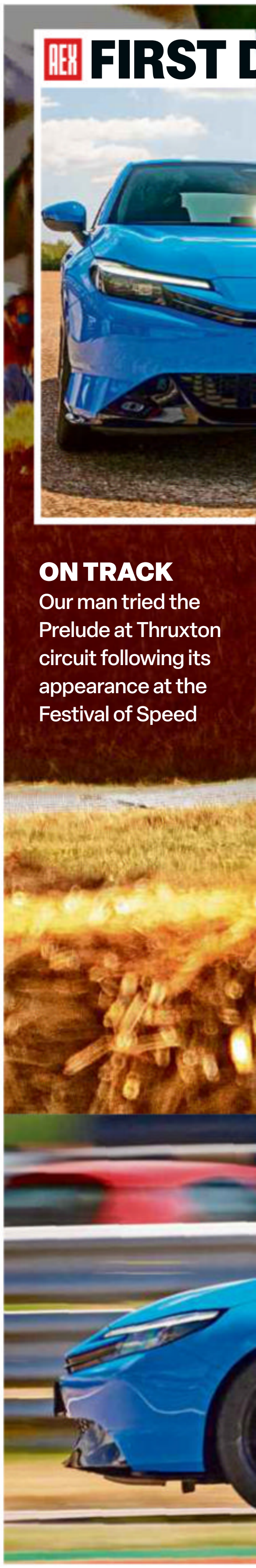
As in the Civic, the driven wheels are connected to an electric motor with the engine generating power for the battery. Left to its own devices, the Civic's e-CVT gearbox simulates gearshifts, but to deliver what Honda claims is a more traditional and connected driving experience, the Prelude also has an 'S+ Shift' mode that lets you choose one of eight virtual gears manually.

Yes, the car might have a petrol engine but the 'gears' are virtual; the transmission is divided up into the eight settings by various pulleys and a lock-up clutch. It means that in 'eighth gear' the wheels are driven by the engine. Up to that point you can use the steering wheel-mounted paddles to basically raise and lower the rpm of that engine to give the impression of changing gear, but drive still comes from the electric motors. The engine's maximum speed is set at 6,000rpm.

Heading out on to the circuit after a few very helpful sighting laps in the current-generation Civic did amplify the changes made for the Prelude's powertrain. Setting off in Sport mode (GT and Comfort settings are also on offer), we switched the S+ Shift system on and immediately, the shifts felt quick and natural, but also smooth. That shouldn't come as too much of a surprise (especially given Honda's continual reminders that the Prelude has been inspired by a glider), given the lack of mechanical gearchanges taking place on the upshifts or downshifts.

There's also still enough in the Prelude's engine sound, which is amplified in the cabin via speakers, to tell you which gear you're in and how hard the powertrain is working.

The naturally aspirated 2.0-litre unit isn't the most vocal Honda has ever produced, but in combination with the simulated gearshifts it succeeds in its brief of creating a level of communication with the ▸



ON TRACK
Our man tried the Prelude at Thruxton circuit following its appearance at the Festival of Speed

A PRELUDE DRIVEN

DRIVE
GOOD
FESTIVAL
Prelude
520
Prelude

> “TO DELIVER A MORE CONNECTED DRIVING EXPERIENCE, HONDA’S S+ SHIFT MODE LETS YOU CHOOSE ONE OF EIGHT VIRTUAL GEARS”

ESSENTIALS

Honda Prelude

Price: £40,000 (est)

On sale: 2026

Powertrain: 2.0-litre four-cylinder hybrid, 1x e-motor

Power/torque: 181bhp/310Nm (est)

Transmission: e-CVT, front wheel-drive

0-62/top speed: 7.9 secs/112mph (est)

Size (L/W/H): 4,300/1,791/1,300mm

HANDLING
Prelude feels like a halfway house between hot Civic Type R and the regular hatchback

driver and letting you know just how quickly the car is going.

The steering is also altered depending on the drive mode, but to us it felt a little light no matter which one we were in. We'd assumed the Prelude would have a more sporting nature compared with the Civic, so some extra adjustability in steering weight would be a bonus. The braking was a similar story with strong overall performance and decent pedal feel considering the brake regeneration system – similar to the Civic's.

What immediately felt different to the Civic was the Prelude's cornering stability. The coupé has a slightly shorter wheelbase than its five-door cousin, but there's a wider track and wider tyres to improve grip. The Prelude also gets the Civic Type R's suspension hardware.

According to Honda's project leader for the Prelude, Tomoyuki Yamagami, the Prelude's suspension is softer than the Type R's with the springs and anti-roll bar more focused on comfort. There are three damping modes, but the result is something between the regular Civic and the Type R, with body roll kept in check through Thruxton's many high-speed corners. The extra stability didn't feel like it came at the expense of ride comfort – although this is something we'll decide when we test the Prelude on public roads later this year.

Yamagami also revealed that the Prelude's kerbweight is expected to sit around the 1,450kg mark – roughly the same as a hybrid Civic hatchback. He told us that the electric motor's output is expected to be pretty much identical to the 181bhp developed by the Civic; during our drive, we didn't feel that the Prelude was any quicker in a straight line, so we expect the coupé to offer a 0-62mph time not far off the Civic's 7.9 seconds.

Pricing for the new Prelude hasn't been announced yet, although we'll get a better idea when it goes on sale in Japan this September. If the current Civic is anything to go by (now starting from just over £35k), we'd hazard a guess that the Prelude will sit just above the £40,000 mark.

VERDICT

IF you're looking for a successor to the Civic Type R, the Prelude isn't it – nor does Honda claim it is. Think of it as a two-door Civic with a more communicative chassis and you're in the right ball park. There's much to like about the new coupé; it looks good, has the Civic's classy cabin and handles well on track.

> **"THE EXTRA STABILITY DIDN'T FEEL LIKE IT CAME AT THE EXPENSE OF RIDE COMFORT"**

Market demands to set Type R plans

Type R brand set to continue into an electric future

THIS year marks the end of Honda's Type R brand in the UK as the hot Civic goes off sale. But the firm has strongly hinted its sporting badge will live on into the electric age.

The project leader for the Prelude, Tomoyuki Yamagami, told Auto Express: "Type R can be anything in future, depending on what the market demands". But rather than get into specifics regarding Type R's potential electrification, Yamagami also reiterated to us that the "Type R badge is about the ability to enhance dynamic attributes to the max" – which seems set to continue into the future, whatever the power source.

These comments align with those made by Toshihiro Akiwa, head of Honda's BEV Development Centre, at the unveiling of the first two 0 Series EV prototypes earlier this year.

"A battery and motor have different characteristics so we can't come up with something exactly the same as before," said Akiwa. "As an EV, how can we provide the joy of driving? We haven't given up, but it's not just about power, it's about the sound, vibration, acceleration and the human experience."

The two 0 Series cars will go into production in 2026, but the company is yet to divulge any plans for performance versions, despite the EV motors being set to develop up to around 480bhp.

"TYPE R BADGE IS ABOUT THE ABILITY TO ENHANCE DYNAMIC ATTRIBUTES TO THE MAX"

We drive final version of legendary hot hatch

THE Civic Type R is nearing the end of the road, but after almost three decades, Honda wasn't going to let its icon bow out with a whimper. So, making its public debut at the recent Goodwood Festival of Speed was an ultra-exclusive special, the Civic Type R Ultimate Edition.

We drove the new car up the Goodwood hillclimb to get our first taste of the hot hatch's final iteration. And even though it was surrounded by supercars, the Ultimate Edition commanded attention right from the off. That's thanks in part to the Championship White paint contrasted by a black roof, various carbon-fibre parts inside and out, and some bespoke bright red graphics.

The exceptional drivetrain from the regular model hasn't been touched, meaning its 325bhp and 420Nm of torque are sent exclusively to the front wheels via the magnificent six-speed manual transmission.

There's no discernible change in driving feel between the Ultimate Edition and the regular Type R, although that's no bad thing considering that it's our reigning Hot Hatch of the Year. Heading up the Goodwood hillclimb might feel like a nerve-wracking experience in some cars, but the perfectly weighted gearshift, smooth yet engaging turbocharged engine and immediate steering ensure you are reassuringly well connected to the Ultimate Edition.

The aforementioned unique touches on this new edition just remind us that the Type R is a special car that we'll miss sorely.

Only 40 Ultimate Editions are being made – for the whole of Europe – and the UK will receive 10 of them. They were sold on a 'first come, first served' basis and all were spoken for on the same day the car was unveiled. Don't worry if you missed out, though; the regular Honda Civic Type R is still available to order, with prices starting from £51,905.

"THERE'S NO CHANGE IN DRIVING FEEL OVER REGULAR TYPE R – NO BAD THING"

White paint with contrasting black roof stood out on Goodwood's hill

ESSENTIALS

Honda Civic Type R Ultimate Edition

Price: £57,905 **On sale:** Sold out
Powertrain: 2.0-litre four-cylinder turbo petrol
Power/torque: 325bhp/420Nm
Transmission: Six-speed manual, front-wheel drive
0-62/top speed: 5.4 secs/171mph
L/W/H: 4,594/1,890/1,401mm

VERDICT

WITH the basic recipe of the Civic Type R unchanged, the Ultimate Edition is a great car to drive – and a fitting way to bid farewell to one of the most iconic hot hatches ever.

Mokka is first Vauxhall

Flagship version of big-selling SUV will have 276bhp and be capable of 0-62m

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THE Vauxhall Mokka is about to get properly caffeinated with a new high-performance GSE range-topper, complete with high-end chassis upgrades. This marks Vauxhall's first all-electric GSE variant, and fills the void left behind by the firm's VXR and GSi models.

The GSE sub-brand has already found its way onto the current Astra and previous Grandland, but it was little more than a range-topping trim level, with not much in the way of extra power or focus to the chassis.

The Mokka GSE is quite different, however, because it produces 276bhp and 345Nm of torque – an increase of 122bhp and 85Nm over the most powerful existing Mokka EV – sent through a mechanical limited-slip differential to the front wheels.

The GSE's battery is the same 54kWh pack as in other models in the range, but with upgraded internals to accommodate the more powerful electric motor. In other sporty Stellantis models, this pack has a peak 100kW DC fast-charging rate.

Performance is massively improved over the regular electric Mokka, with the GSE sprinting from 0-62mph in 5.9 seconds – 3.1 seconds faster than a standard Mokka Electric.

Vauxhall has given the chassis a thorough overhaul, too, tweaking the front axle and wheel hubs to take the new differential, while also fitting much larger 380mm front brakes with four-piston Alcon calipers in a contrasting yellow colour. The wheels are significantly larger, with 20-inch rims wrapped in high-performance Michelin Pilot Sport EV tyres.

We suspect the car will have a range of around 200 miles – similar to the Alfa Romeo Junior Veloce, with which the Mokka shares many parts. That's around 50 miles down on the standard Mokka Electric.

The electric power steering has been tweaked too, and the suspension has been firmed up all-round. But the Mokka GSE retains the simple twist-beam rear axle used on other variants.

Vauxhall has also given the Mokka's styling a sporty overhaul, introducing a more aggressive front bumper with a contrasting black beam across its face, plus GSE branding. The rear end also features some new black shrouding around the lower reflectors, but there's no wing or lower diffuser section fitted. What you will notice, however, is the reduced ride height and the aforementioned larger wheels, which are two inches bigger than the designs currently available on a standard Mokka.

The cabin features new sports seats with Alcantara inserts and contrasting green stitching, plus a steering wheel with a flattened top and bottom. The tech and digital interfaces are largely unchanged, but Vauxhall has included new performance features that show data such as power, battery temperature and torque management.

Vauxhall hasn't yet given us more detailed information about pricing or when we might expect to see the car on the road. But given its close relationship with the Alfa Junior and Abarth 600E Scorpionissima, we suspect it'll be with customers before the end of this year. We also expect the GSE to start from just under £40,000, which is only a few thousand pounds more than the existing Mokka Electric in its top-spec Ultimate trim.

"PERFORMANCE IS MASSIVELY IMPROVED OVER THE STANDARD MOKKA EV AND THE CHASSIS HAS BEEN OVERHAULED, TOO"

EV to wear GSE badge

nph in less than six seconds

STYLING
New GSE stands out from other Mokkas thanks to a new front bumper with contrasting black beam, plus a lower ride height

EQUIPMENT
Among standard kit on GSE are 20-inch wheels and sports seats (top), while screens display performance details

Uncharted SUV expan

Ellis Hyde

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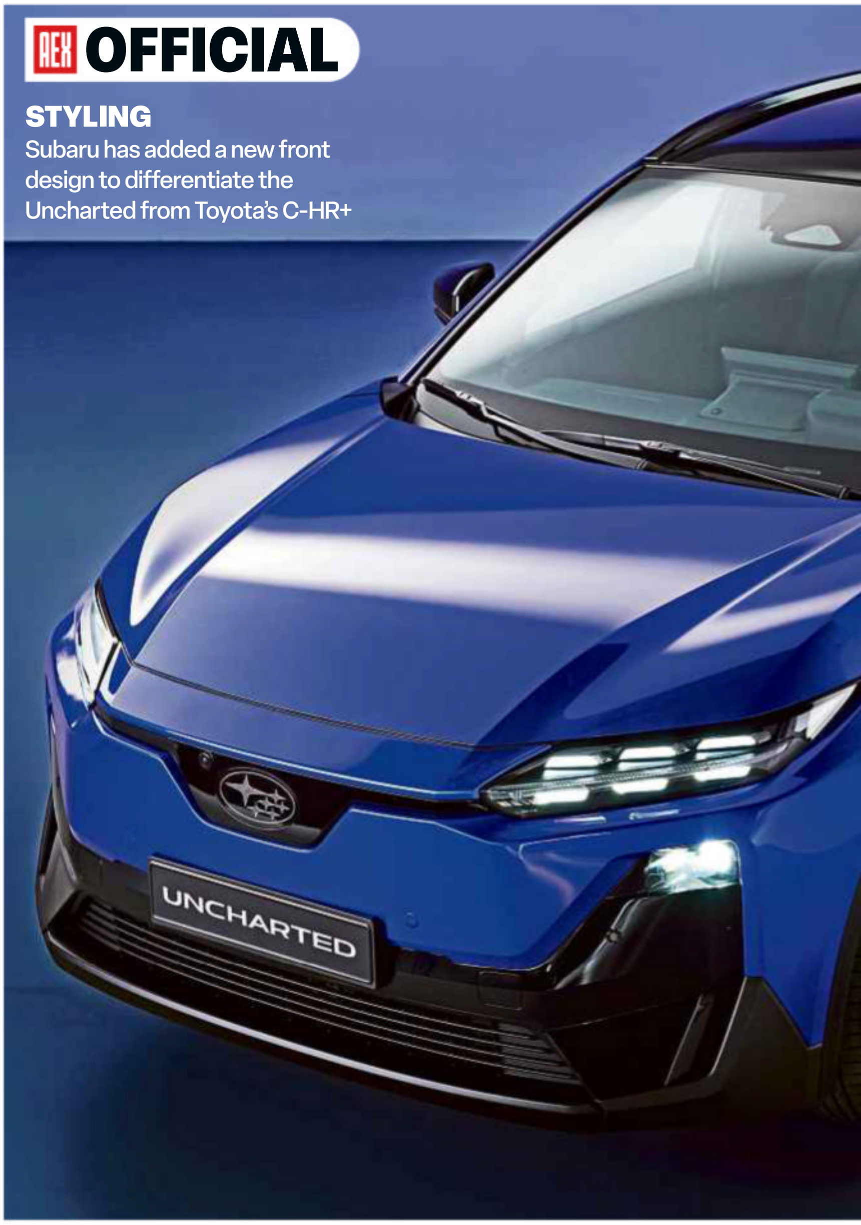
Rebadged Toyota C-HR+ is set to take on Skoda Elroq and Kia EV5 in the mid-



OFFICIAL

STYLING
Subaru has added a new front design to differentiate the Uncharted from Toyota's C-HR+

AEX SAY hello to the all-new Subaru Uncharted. With a name like that you'd expect this car to be a seriously hardcore 4x4, but it's not.

In reality, the Subaru Uncharted treads familiar ground. It's a mid-size electric SUV, designed to be more sporty than intrepid, but it still has quite a mountain to climb because it's going to rival to our 2025 Car of the Year, the Skoda Elroq – as well as the Renault Scenic, the forthcoming Kia EV5 and many others.

Subaru doesn't immediately spring to mind when talking about EVs, but the Uncharted is the third electric SUV the Japanese firm has revealed to date. The larger Solterra arrived first in 2022, with a facelifted version due early next year. The Uncharted should appear around the same time as the new Solterra, and will be followed by the more estate car-like E-Outback (Page 13), which was only unveiled a couple of months ago, and is due to arrive next summer.

Just as the Solterra is a re-nosed Toyota bZ4X, the Uncharted is a lightly tweaked version of the Toyota C-HR+. The main difference, aside from the badges on the boot, is a new front-end design that borrows styling cues such as the six-element daytime running lights from the E-Outback. The front and rear bumpers and the tail-lights are also slightly different, while there's more plastic cladding along the doors, plus fresh 18 or 20-inch wheel designs.

The interior, on the other hand, is identical to that of the Uncharted's Toyota twin. Sitting on top of the dashboard is a seven-inch instrument display, which drivers have to look over the steering wheel to see, as they also do in the Solterra.

Meanwhile, the Subaru's 14-inch central touchscreen offers wireless Apple CarPlay and Android Auto connectivity, and has two physical rotary dials for the cabin temperature – a handy touch that is borrowed from the Lexus NX. There are physical buttons on the square steering wheel, plus paddles to adjust the strength of the regenerative braking. More buttons are located on the floating centre console, plus dual wireless charging pads, a rotary gear selector and a large storage space underneath.

We had a chance to look around the Uncharted after the covers were torn off, and found it offered just enough leg and headroom in the back for six-foot-tall adults to be comfortable.

The boot has the same 416-litre capacity as the C-HR+, which is less than those rivals mentioned earlier, presumably due to the Uncharted's slightly sloped roofline. As with Subaru's other EVs, there is no 'frunk' or additional storage space of any kind under the bonnet.

Three versions of the Uncharted will be offered. Controversially, though, most models don't feature Subaru's trademark symmetrical all-wheel drive system.

Speaking at the reveal of the new car, the brand's European general manager, David Dello Stritto, told us that while there hadn't been much demand for two-wheel-drive Subarus in the past, that's changed recently because the company's customers are now prioritising "driving range, efficiency and affordability" when looking to buy an electric car.

He added that software has opened up new possibilities for electric powertrains, so "narrowing the dynamic performance gap between all-wheel drive and two-wheel drive is less challenging [with EVs] than it was with ICE-based powertrains".

Front-wheel-drive variants use either a 57.7kWh battery and 167bhp electric motor that can provide up to 276 miles of range, or a 77kWh pack with a 224bhp e-motor for up to 363 miles from a charge, which is on par with the range-topping Elroq.

At least the top-spec Subaru gets a dual-motor set-up for all-wheel drive and a total power output of 343bhp, allowing it to do 0-62mph in 5.0 seconds and tow up to 1,500kg. It features the larger battery for up to 292 miles of range, and specific drive modes for different terrain. A 10 to 80 per cent top-up should take half an hour, according to Subaru, thanks to a 150kW maximum charging speed.

The Uncharted is due to go on sale in the UK early next year, so pricing and specs aren't confirmed. But we'd be surprised if it didn't start from around £37,000 to be eligible for the new Electric Car Grant (Page 20).

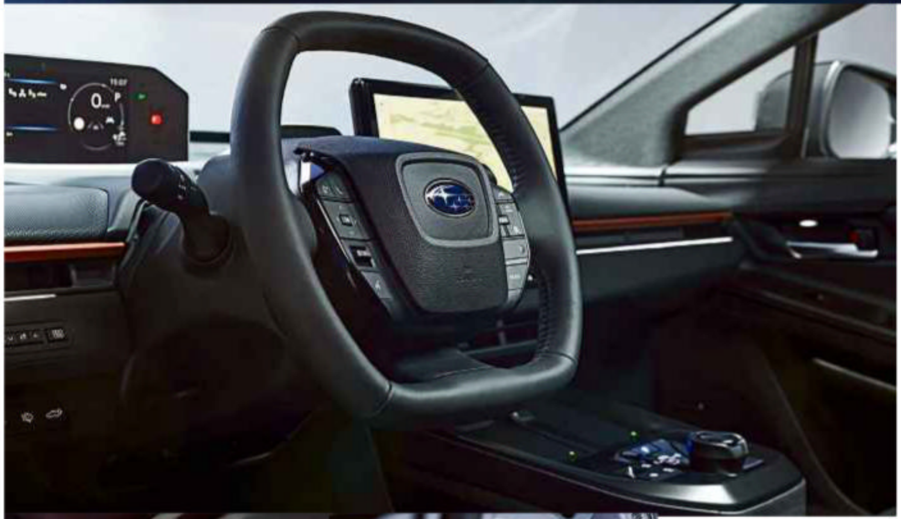
"CONTROVERSIALLY, THOUGH, MOST MODELS DON'T FEATURE SUBARU'S TRADEMARK SYMMETRICAL ALL-WHEEL DRIVE SYSTEM"

ds Subaru's EV range

-size family SUV class

"THE UNCHARTED SHOULD APPEAR AROUND THE SAME TIME AS THE MORE ESTATE CAR-LIKE E-OUTBACK"

SUBARU
UNCHARTED



INTERIOR
The cabin has been lifted directly from the Toyota C-HR+, and has a seven-inch instrument cluster plus a 14-inch screen for infotainment

All-electric E-Outback is due in 2026 with permanent four-wheel drive

AS we reported earlier this year, the latest Mk7 Subaru Outback isn't coming to the UK or Europe. But the all-new Subaru E-Outback will be arriving next summer as a fully electric alternative that's still very much focused on versatility and off-road capability.

We were introduced to this car at the 2025 New York Auto Show, where it was called the Trailseeker. It's the first EV Subaru has designed in-house, but shares a platform with Toyotas such as the bZ4X.

It gets permanent, symmetrical all-wheel drive, with an e-motor on each axle. Combined power output is 375bhp, while 0-62mph takes a claimed 4.4 seconds, and the towing capacity is rated at 1,500kg.

The E-Outback's 74.7kWh battery pack will offer up to 279 miles of range, with a maximum charging speed of 150kW.

AE OFFICIAL

Subaru's practical E-Outback 4x4 will be launched in the UK next summer

EYE IN THE SKY

ANPR cameras are often used to monitor and enforce charges at airport drop-offs

Drop off
Charges apply
dropoff.gatwickairport.com

Drop-off charges up at most of UK's top-10 airports over 2024

Tom Jervis

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HOLIDAYMAKERS should prepare for hefty airport drop-off charges as new research shows that nine out of 10 of the UK's most popular airports have raised their prices within the past year.

The RAC's study shows that Britain's busiest airport, London Heathrow, has increased its drop-off charge by £1 in the last 12 months to £6; there is no time limit, but those who forget to pay by midnight the next day face an £80 fine, reduced to £40 if it is paid within 14 days.

The second-busiest and among the most costly to drop off at is London Gatwick, which has also raised its charge by £1 year-on-year, meaning drivers face a £7 fee in 2025. London Stansted charges the same sum to use its Express Set Down area, but this saw no increase in the past year.

In fact, as many as 11 of the UK's 20 biggest airports raised their drop-off prices in the previous 12 months, with the likes of Edinburgh, Birmingham and Liverpool also having raised prices by £1, or the equivalent of 20 per cent.

Manchester Airport charges £5 to use its drop-off areas, and while this might sound like a bargain compared with other airports and doesn't represent an increase over 2024, the airport only allows drivers to stay for five minutes at a time. This means that using the drop-off area costs as much as £1 per minute.

If you stay longer, Manchester will charge £6.40 for 10 minutes or £25 for half an hour. Those picking up passengers rather than dropping them off will have to fork out anything between £6.40 and £8.30, depending on which terminal they're using.

The RAC's head of policy, Simon Williams, said: "The sky really seems to be the limit when it comes to the amount drivers get charged for making the briefest of stops to let friends or loved ones out to catch a flight. The annual ritual of many airports hiking the cost of drop-offs is unfortunately continuing unabated."

Williams admitted that "airports understandably need to manage the often-limited on-site space they have", but added that those using these services are often helping people with mobility issues, and are more likely to get penalised for unintentionally overstaying the time limit.

The majority of airports now use ANPR (Automated Number Plate Recognition) tech, rather than toll booths, in order to collect fees for pick-up and drop-off parking. This, Williams says, means "anyone who doesn't notice the charge or simply forgets to pay will inevitably be stung with a very unwelcome parking charge notice."

2025 PRICES COMPARED WITH 2024

Airport	2024 charge	2025 charge	Time allowed	Cost per minute
London Stansted	£7.00	£7.00	15 mins	£0.47
Leeds Bradford	£6.50	£7.00	10 mins	£0.70
London Gatwick	£6.00	£7.00	10 mins	£0.70
Bristol	£6.00	£7.00	10 mins	£0.70
Glasgow	£5.50	£6.00	15 mins	£0.40
Aberdeen	£5.50	£5.50	15 mins	£0.37
London Heathrow	£5.00	£6.00	N/A	N/A
Manchester	£5.00	£5.00	5 mins	£1.00
Edinburgh	£5.00	£6.00	10 mins	£0.60
Birmingham	£5.00	£6.00	15 mins	£0.40

SIMON WILLIAMS Head of policy, RAC

> "THE SKY REALLY SEEMS TO BE THE LIMIT WHEN IT COMES TO THE AMOUNT DRIVERS GET CHARGED FOR MAKING THE BRIEFEST OF STOPS TO LET LOVED ONES CATCH A FLIGHT"

It's worth noting that the majority of Europe's busiest airports – including Paris, Madrid, Frankfurt, Barcelona and Rome – don't charge for dropping passengers off.

Hefty drop-off and pick-up fees are just some of the many costs facing drivers at British airports. There are several websites you can use – many of which we've tested and compared – to save some money on short and long-stay airport parking. However, parking close to the terminal building can still cost drivers in excess of £100 per day at the likes of London Heathrow or Gatwick airports.

Sleek Kia EV4 Fastback on sale

Alastair Crooks

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IF Kia's new EV4 hatchback didn't grab your attention when it went on sale, then the new EV4 Fastback might do. Pricing and specs of the longer version have been released and order books are now open, ahead of first deliveries this autumn.

While the EV4 hatch gives Kia a fresh rival to the likes of the Skoda Elroq and Volkswagen ID.3, the EV4 Fastback has a saloon-style shape to offer an alternative to the Tesla Model 3 and Polestar 2.

Pricing for the EV4 Fastback starts at £40,895 for the GT-Line and £45,395 for the GT-Line S. The Fastback only gets an 81.4kWh battery, while the EV4 hatch can be had with the more basic Air trim and a smaller 58.3kWh pack from £34,695.

Kia claims the Fastback is the most aerodynamic EV it's made, with a drag coefficient of 0.23Cd. But despite this, and the fact it gets the same battery as the EV4 hatch, the Fastback's range is 380 miles for both trim levels; the hatch can cover up to 388 miles. That means it's still beaten by the Polestar 2's maximum of 408 miles and the Model 3 Long Range's 436 miles.

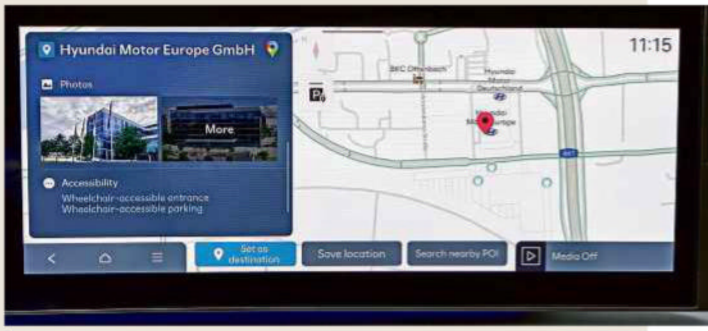
Sitting on the same 400V architecture as the hatch, the Fastback can recharge its battery from 10 to 80 per cent in 29 minutes from a suitable fast charger. An 11kW AC top-up will take five hours and 20 minutes.

As with the hatch, the Fastback gets a single front-mounted electric motor with 201bhp and 283Nm of torque, which gets it from 0-62mph in 7.9 seconds. That's a little slower than the hatch's 7.7-second time, although the fastest is the EV4 with the 58.3kWh pack, which takes 7.4 seconds.

The Fastback is 300mm longer than the hatch, with all of that coming from the rear overhang. The roofline is also 5mm lower, giving the car a more rakish stance to go with the sloped rear roof. It has a 490-litre boot, beating the hatch's 435-litre capacity.

Fastback models get a 12.3-inch driver's display and 12.3-inch central touchscreen, plus a 5.3-inch panel for climate controls. There's also wireless Apple CarPlay and Android Auto, four USB-C ports, automatic air-con, heated front seats, LED lights front and rear, plus safety features including adaptive cruise control, forward collision avoidance and rear cross-traffic avoidance.

STICK THE BOOT IN
The Fastback's extra length is at the rear; it has a 490-litre boot



Google Places has been added to both brands' in-built nav

Hyundai and Kia nav gets big Google boost

HYUNDAI and Kia have integrated a new and very useful Google-based tech into their embedded navigation systems. This brings improved functionality that blurs the line between manufacturer sat-nav set-ups and more sophisticated Google Maps applications.

The key inclusion is Google Places, which gives users all the same information on places of interest, businesses and public spaces that they'd find on Google Maps. This includes opening hours, user ratings and even images.

Google's involvement will also improve the search function, with better auto-complete and suggestions in the search bar, and improved text-to-speech capability.

These features are already integrated into Google Maps that you would find on Apple CarPlay or Android Auto, but it's the first time they have been built into a car maker's embedded navigation system.

The upgrade will be available to most of the current Hyundai and Kia ranges fitted with the ccNC infotainment system. Compatible models include the Hyundai Kona, Ioniq 5 and 5 N, Ioniq 9, Santa Fe and Tucson. Kia will roll out the software on its new models starting with the EV4, with other cars following soon via an over-the-air update.

Hyundai will expand this collaboration with Google for its next-generation user interface systems that will be coming in two years' time. It's likely this will go all in with a Polestar-like Google-based system.

However, using this technology won't prompt a removal of physical controls in the cabin, according to Hyundai, so we'll have to wait and see what the Korean manufacturer has in store for its future models.

> **"THE UPGRADE WILL BE AVAILABLE TO MOST OF THE CURRENT KIA AND HYUNDAI RANGES FITTED WITH THE ccNC INFOTAINMENT SET-UP"**

EXP 15 tests water for c

Phil McNamara

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Concept could influence look of the Luxury Urban SUV, a Mulsanne limo replac

THE future of Bentley is hiding in plain sight, Auto Express can reveal. The recent EXP 15 concept's clean surfacing, striking details and interior flourishes hint at the design of the Luxury Urban SUV, the electric model that will go public next year.

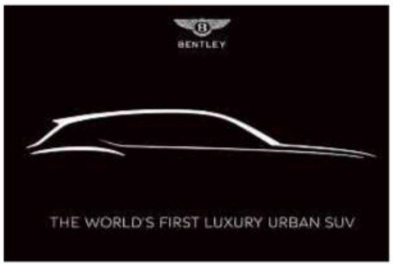
But longer term, the high-riding saloon concept is testing the water for a bodystyle to replace the Mulsanne, the traditional limousine that rivalled the Rolls-Royce Phantom until it went out of production in 2020.

The electric EXP 15, only the 15th experimental car in Bentley's 106-year history, has almost the same footprint as the old Mulsanne EWB, measuring 5.5 metres in length with a 3.5-metre wheelbase. But the show car is 6cm higher because of its sizeable ground clearance, with its ride height rising on tough terrain or lowering at speed to improve aerodynamics.

Auto Express was given a sneak preview at the official opening of Bentley's new design studio at its Crewe factory, just before customers were ushered through to take a look.

The concept will also be at the world's richest car show in Pebble Beach, California, and the social media response will be closely monitored. The feedback will help Bentley decide whether to green light the bodystyle as one of five electric cars planned for its new EV factory by 2035.

The concept car blends SUV, coupé and sedan forms to create something fresh in the luxury space, although cars such as the Citroen C5 X and BMW 5 Series Gran Turismo have tried it unsuccessfully in more mainstream circles. Head of exterior design Domen Rucigaj told Auto Express during an exclusive walkaround of the show car that the purpose was to find a bodystyle with more commercial appeal than just a traditional limo.


BENTLEY
THE WORLD'S FIRST LUXURY URBAN SUV

"One of the first [instructions] I gave the team was to design the car a little bit higher, because we want a global car. This means you're not doing a limousine but an SUV. But SUVs can be negative in cities because they're so big. So I said, let's merge the two cars together – and use the 'Blue Train' as inspiration."

That could mean the most radical rethink in Bentley's history, as the traditional saloon that the British manufacturer has built its heritage on evolves into a new form.

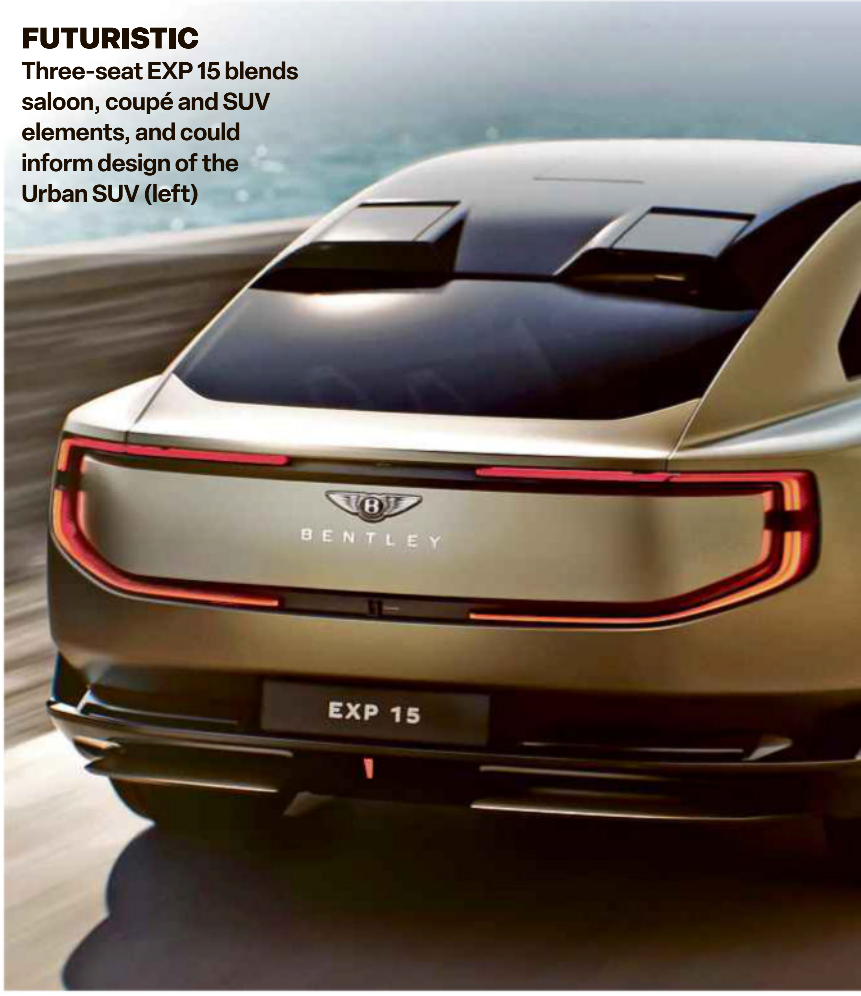
The Blue Train is the 1930 Bentley mistakenly credited with beating a locomotive in a race from Cannes to Calais. Its rakishly thin, curved window graphic and cab-backward notchback styling have influenced the EXP 15.

As has its three-seat cockpit, which could lead to a radical rethink of interior layout for the brand's next round of luxury cars. But while the Blue Train had a rear seat mounted at 90 degrees to the two front seats, the EXP 15 contains a conventionally positioned driver's seat and two rear armchairs. The standalone seat on the passenger side offers epic legroom from the rear, or it could slide forward into a co-driver position.

"There's no reason why we couldn't do something along these lines, within the footprint of the car," interior design boss Darren Day told us. "Maybe it's flexible: we have four and five-seat cars or three and four-seat cars. It's good to test the water and get feedback."

It seems there's genuine production intent for these features, either in a future series model or as Bentley expands its coachbuilt range by the Mulliner division, which has delivered the limited-edition Batur and Bacalar.

The EXP 15 will have a profound influence on Bentley's first EV, which we're set to see in the first half of 2026, before full production in 2027.



FUTURISTIC
Three-seat EXP 15 blends saloon, coupé and SUV elements, and could inform design of the Urban SUV (left)

LIMOUSINE
The Mulsanne ceased production in 2020; the EXP 15 could influence its replacement

> **"ITS CLEAN SURFACING, STRIKING DETAILS AND INTERIOR FLOURISHES HINT AT THE DESIGN OF BENTLEY'S LUXURY URBAN SUV"**

design of Bentley's EVs

cement and other models

Stellantis axes fuel-cell van plan

Plans for hydrogen fuel-cell vans wearing Peugeot, Opel/Vauxhall, Fiat and Citroen badges were well advanced

STELLANTIS is cancelling its hydrogen fuel-cell commercial vehicle project just months before an intended roll-out in Europe.

Citing the limitations of current hydrogen infrastructure and the need for stronger purchase incentives, the group apparently sees the venture as a step too far under current financial pressures.

Stellantis chief operating officer for enlarged Europe, Jean-Philippe Imparato, said in a statement: "The hydrogen market remains a niche segment, with no prospects of mid-term economic sustainability. We must make clear and responsible choices to ensure our competitiveness and meet the expectations of our customers with our electric and hybrid passenger and light commercial vehicles offensive."

The Hydrogen Pro One series of commercial vehicles was due to go into production this year in France and Poland, but the cancellation of the project hasn't affected staffing at the plants involved, or R&D staff and facilities associated with the program. These resources will now be re-routed to other projects.

"THE HYDROGEN PRO ONE COMMERCIAL VEHICLES SERIES WAS DUE TO GO INTO PRODUCTION THIS YEAR"

The issue is the liquid hydrogen infrastructure isn't quite ready for the vehicles that firms such as Stellantis are developing. There are still challenges around making enough liquid hydrogen of the right type to effectively reduce CO_2, and investment in the means to deliver it.

Stellantis will instead focus on developing its widespread electric van ranges. The group offers these across all major classes and all its brands, including Peugeot.

Tiggo 7 heralds Chery's arrival

THIS is the Chery Tiggo 7: a new family SUV from China that's due to go on sale in the UK very soon, with prices starting from £24,995. Not only will it be cheaper than the Kia Sportage and Nissan Qashqai, it will also undercut budget-friendly stars such as the MG HS and Dacia Bigster.

Chery has been China's biggest vehicle exporter for the past 22 years and it's the parent company of Omoda and Jaecoo, which launched in the UK within the past year. Chery will join them as a separate marque.

The Tiggo 7 is a 4.5-metre mid-size SUV, which will be offered with either a 145bhp 1.6-litre turbocharged petrol engine, or a plug-in 'Super Hybrid' powertrain. At £29,995, the advanced hybrid costs less than the most basic petrol versions of the Sportage and Qashqai.

The plug-in hybrid set-up pairs a 1.5-litre turbo petrol engine, with an electric motor and an 18.3 kWh battery that delivers up to 56 miles of pure-electric driving from a single charge and a claimed 745-mile range.

NEW FACE GAC's AION V SUV will spearhead the firm's launch in the UK, along with the AION UT hatchback

GAC sets its sights on the UK

UK distributor Jameel Motors and Chinese giant GAC (Guangzhou Automobile Group) have signed a joint venture to bring several new cars to the UK market, including a hatchback and an SUV (above).

The first two, the AION V SUV and the AION UT hatchback, are both fully electric and have already been revealed for other markets. First deliveries to British customers are expected in spring 2026.

Full UK specifications and pricing for GAC's new cars will be made available later in the year as the cars near a UK launch. Jameel Motors already works with Farizon Auto in the UK, in the electric van segment.

Porsche takes a turn to

REVEALED More standard kit, unique trim and a sinister design give Porsche's Cayenne and Taycan sc

OFFICIAL
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PLENTY OF CHOICE
Black Edition is available with regular Cayenne and Coupé bodystyles, and with several powertrains

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

PORSCHE has revealed a range of new Black Edition versions of the Cayenne and Taycan, offering extra kit and a sinister new look. Available to order now, the Black Editions can be specified with a number of powertrains, with prices starting at £88,900 for the Cayenne SUV and £95,700 for the Taycan EV.

Both cars will include a gloss black finish for a range of elements, such as the window trim, badges, mirrors, an interior accent pack and treadplates. But, ironically, you don't have to specify the Black Edition in black, with the whole colour range offered, including the expanded palette of 'Paint to Sample' (PTS) shades.

The Taycan gets a set of larger 21-inch aero design wheels, which on their own are a £3,250 option for the base car, plus a full leather interior in black or adgate grey, and matrix LED headlights. However, you are limited to fewer interior colour options, with the more flamboyant red or purple leather finishes not available.

Although the Black Edition costs around £5,000 more than a basic Taycan like-for-like, it does represent excellent value for a bundle of popular, but otherwise expensive options.

Black Edition brings 21-inch wheels and matrix LED lights to Taycan

You can specify the Black Edition with Taycan and Taycan 4S saloon models, plus the Taycan 4 and 4S Sport Turismo. All of these are now fitted with the larger 105kWh Performance Battery Plus, which unlocks a range of up to 421 miles.

With the Cayenne, the Black Edition features a similar array of blacked-out elements, plus a series of upgrades including HD matrix LED headlights with tinted interior elements, 21-inch black wheels, a Bose sound system and comfort seats with electric adjustment and memory function in black leather. A slate grey interior is also available.

As you'd probably expect of a Porsche, the personalisation options go even further. The company will also offer a Special Black Edition package, which includes Black Edition lettering on the front doors, plus illuminated door-sill guards and a personalised vehicle key set.

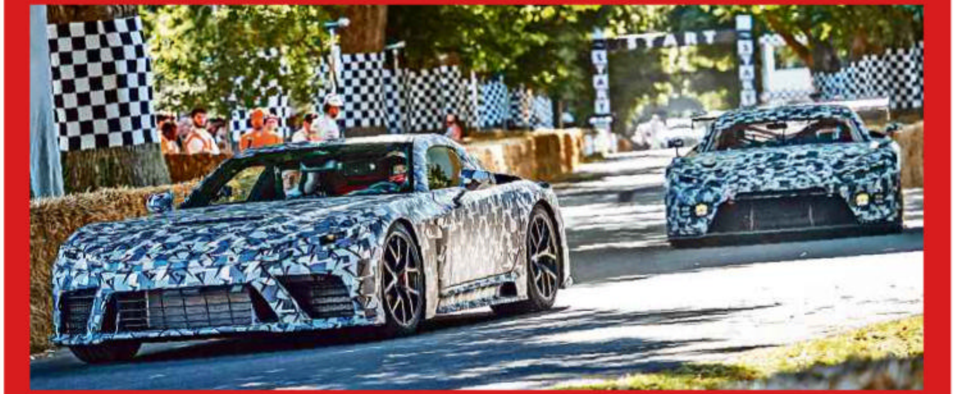
> **"IRONICALLY, YOU DON'T HAVE TO SPECIFY THE BLACK EDITION IN BLACK. THE WHOLE COLOUR RANGE IS OFFERED"**

The package can be specified with the base Cayenne, E-Hybrid and S E-Hybrid powertrain options, as well as with both the SUV and Coupé bodystyles. These also see a higher price, with the top-spec Cayenne S E-hybrid Black Edition costing £9,400 more than a standard model.

the dark side

ome extra bite

Toyota opens up on its plans to return to supercar class



Toyota showed off roadgoing (left) and racing versions of its supercar at Goodwood

TOYOTA is busy putting together its new supercar, and we'll see the finished product on road and track within the next 12 months. It's been a bit of an open secret for the company; this will be the first time it's built a supercar since the iconic Lexus LFA coupé.

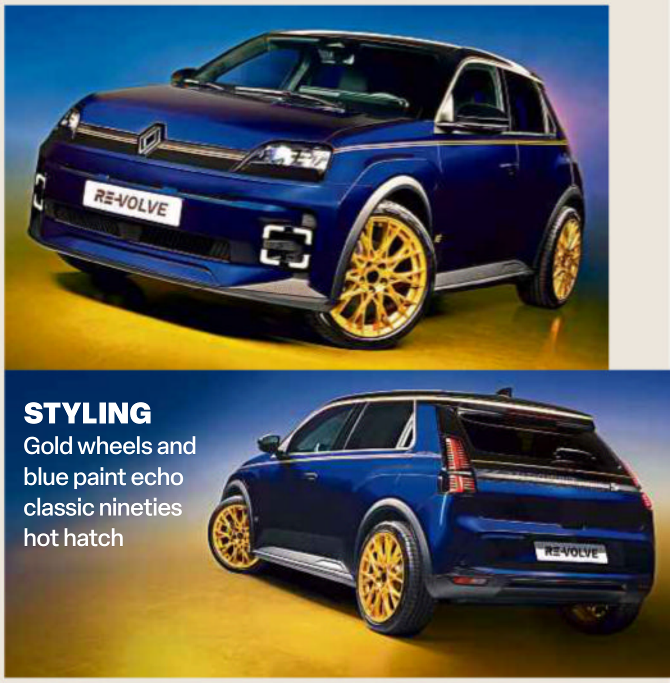
The public had its best look yet at the new car at the 2025 Goodwood Festival of Speed. And although there has been almost no official information released about the two prototypes, there is lots we can gather having now seen and heard them rumble up the hill. The first thing is that the upcoming supercar will be running a V8 engine, probably turbocharged and possibly even hybrid assisted in the road car.

We can also learn a lot from the car's proportions. They suggest that the engine sits in front of the driver, but behind the front axle, creating a front-mid-engined layout. It's also likely that drive from the engine will be sent through a transaxle incorporating a limited-slip differential and quick-shifting automatic transmission. The car is also rumoured to be constructed from carbon fibre, to keep its weight down and increase structural rigidity.

The racing version will be crucial to the project, because it gives Toyota's Gazoo Racing Team an entry into the hyper-competitive GT3 class, alongside Ferrari, Porsche, McLaren, Lamborghini, BMW and Aston Martin.

Toyota is being so coy that we don't even know yet whether the firm's new supercar will feature Gazoo Racing branding alongside a Toyota badge, or be branded as a Lexus and considered a successor to the LFA.

> "THERE'S LOTS WE CAN GATHER ABOUT THE CARS HAVING SEEN AND HEARD THEM RUMBLE UP THE GOODWOOD HILL"



STYLING
Gold wheels and blue paint echo classic nineties hot hatch

Clio Williams inspires new Monte Carlo Edition of R5

THE new Renault 5 has received plenty of attention since it returned thanks to its retro style, but a coachbuilder has decided it could also do with some influence from the Clio.

Partnering with a Dutch car dealer, Re-volve has created the Monte Carlo Edition by adding Midnight Blue paint with a contrasting black roof, plus a gold livery within the grille that flows down the sides and onto the rear. Like the Clio Williams, the Renault 5 Monte Carlo gets gold wheels, plus a neat little gold R5 emblem on the front wings.

The theme continues in the cabin where you'll find black leather and Alcantara upholstery, with gold stitching plus a special gold plaque on the centre console.

It's unlikely we'll ever see a Monte Carlo Edition in the UK. Just 25 are being built, and they'll only be sold in the Netherlands, with prices from 37,995 Euros (about £33k).

Renault pledges to end use of leather inside its cars

THE French might not be known for embracing veganism, but Renault has now signed an agreement with animal welfare charity PETA to end the inclusion of leather in its car interiors by the end of the year.

In a statement, PETA said: "By choosing cruelty-free materials, the Renault brand is helping to build a future where animals are not harmed for luxury, and the planet is protected for generations."

Renault doesn't actually offer leather in the UK any more, anyway – it's only an option in foreign markets. Over the last few years, the firm has been pioneering the use of organic and recyclable materials as a more sustainable alternative to traditional choices.

THE GOVERNMENT ELECTRIC CAR GR

THE GOVERNMENT HAS SET OUT ITS PLAN TO HELP REDUCE THE COST OF AF
BY INTRODUCING A NEW £3,750 ELECTRIC CAR GRANT FOR NEW EVs SOLD

Tom Jervis

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ELECTRIC cars are about to get more affordable, after the UK Government announced the relaunch of an EV grant scheme, which will cut the price of a new zero-emission car by up to £3,750.

The new Electric Car Grant (ECG) will be available on EVs costing less than £37,000, but only those models from manufacturers that have committed to and displayed reductions around emissions targets – although things get even more complicated the deeper you dig.

For example, the government says the ECG will be available in two tiers; only cars deemed the most environmentally friendly will be eligible to receive the full amount. Plus, because only cars costing less than £37,000 will qualify, the UK's best-selling EV, the Tesla Model Y is among a large list of EVs not in line for government grants.

The £650million total funding for the EV grant would be enough to subsidise around 173,000 electric car purchases at the maximum grant amount of £3,750 per vehicle. That's about half the total number of EVs registered in the UK last year, so it's unclear how it will be sustained until the 2028/29 cut-off date.

Confused already? We don't blame you. We've read the fine print so you don't have to, to compile a complete guide to the new Electric Car Grant.

WHAT IS THE ELECTRIC CAR GRANT?

THE Electric Car Grant is much like the Plug-in Car Grant (PiCG) that was discontinued in 2022, in the sense that it offers buyers a discount on the price of a new EV. However, the ECG is a lot more complex than the scheme that came before it.

For now, all you need to know is that you don't need to apply for the grant when buying an eligible vehicle; manufacturers must apply to receive the grant themselves, with the allocated funds being deducted from the car's list price.

Only vehicles that meet the Government's strict rules will be eligible to receive funding. Car makers must have committed to Science-Based Targets (SBT) for emissions and already showcased reductions. Individual models will also be ranked depending on where the battery was made and where it was assembled, pulling on data regarding each country's usage of sustainable energy sources – there's more on how that affects things later.

HOW MUCH IS THE ELECTRIC CAR GRANT?

THE Electric Car Grant will offer two levels of discount, which are allocated depending on how environmentally friendly the Government deems each particular model to be. The greenest of vehicles will be awarded a £3,750 grant, while those that just about meet the Government's standards will get a £1,500 reduction.

It's not yet completely clear whether there will be a sliding scale based on a percentage of the car's value; nothing has been mentioned in the Government documents, but that doesn't necessarily mean it won't be the case.

All other models receive no grants, and there's no incentive for used-car buyers under the scheme.

WHICH CARS WILL BE ELIGIBLE FOR THE EV GRANT?

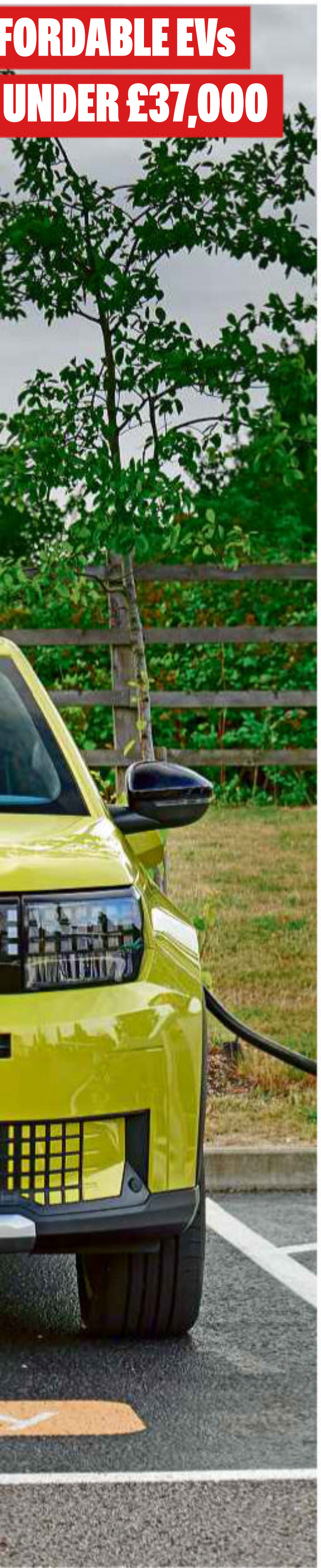
ONLY new cars costing less than £37,000 will be eligible to receive the Government's subsidy, although things are a little more nuanced than they might appear on the surface.

For example, Auto Express' Car of the Year, the Skoda Elroq, starts from

Osprey
Electric Vehicle Rapid Charging
Parking For Electric Vehicle Charging Only
FIAT
GW-866VM

WANT TO KNOW MORE?
In next week's Special Issue, we test the range of affordable EVs until they are drained. **PLUS** We reveal the secrets of rapid charging.

T'S NEW £3,750 ANT EXPLAINED



FORDABLE EVs UNDER £37,000

£31,510 for the SE 50 model, which means that the Czech EV could well be eligible for the ECG.

However, the government's system focuses on powertrains, rather than trim levels. This means that, in theory, buyers could step up to the racy-looking SportLine 60 model and still get the grant because, while this car starts from £37,410, the SE L 60 trim costs just £33,360. Buyers would not be able to select the 85 or vRS models, though, because these start from well over the £37,000 threshold.

That is entirely dependent on whether each car will be eligible for the grant in the first place, because the restrictions regarding battery and assembly location – the former having the greatest weighting on sustainability scores – could exclude a vast portion of the market.

Speaking to Auto Express, Peter Wells, professor of business and sustainability at Cardiff University, explained how "the scheme takes a lifecycle carbon cost approach that penalises vehicles or batteries assembled in countries deemed to have an electricity grid with 'high' levels of carbon emissions per kW. This is clearly targeted at China, where coal is still a significant fuel in electric-power generation".

With this in mind, our inside sources suggest Chinese cars are expected to fall under a separate category in terms of environmental credentials, meaning the likes of the BYD Dolphin, MG4 and even the MINI Electric, which are all built in China, would get the base £1,500 level of grant.

The likes of South Korea also heavily rely on fossil fuels to generate energy, so at this time it's unclear whether Hyundai and Kia models will be eligible for the ECG scheme. Overall, the programme will mostly benefit cars built in Europe, where strict emissions regulations are in place.

However, Wells did point out that "the scheme follows EU practice and treats nuclear energy as zero carbon. This is empirically not correct, but also simply ignores the many other concerns associated with nuclear power".

It's also worth noting that many EVs narrowly miss out on the £37,000 cut-off point for EV grant eligibility, including the Renault Scenic (£37,195) and the BYD Atto 3 (£37,705). Manufacturers of EVs in the £37k to £40k price bracket are sure to be looking at their pricing structures with a view to bringing the starting prices down to qualify for the grant.

PROF PETER WELLS Cardiff University

> "THE SCHEME TAKES A LIFECYCLE CARBON COST APPROACH THAT PENALISES VEHICLES OR BATTERIES ASSEMBLED IN COUNTRIES DEEMED TO HAVE AN ELECTRICITY GRID WITH 'HIGH' LEVELS OF CARBON EMISSIONS PER KW. THIS IS CLEARLY TARGETED AT CHINA, WHERE COAL IS STILL A SIGNIFICANT FUEL IN ELECTRIC-POWER GENERATION"

EVERY EV THAT COULD GET THE NEW GRANT

These are the UK's cheapest cars with list prices below the £37,000 price cap for the new grant. They could qualify if they meet the sustainability criteria.

	Car name	Price from
1	Dacia Spring	£14,995
2	Leapmotor T03	£15,995
3	BYD Dolphin Surf	£18,650
4	Fiat Grande Panda	£21,035
5	Citroen e-C3	£22,095
6	Renault 5	£22,995
7	Hyundai Inster	£23,005
8	Citroen e-C3 Aircross	£23,095
9	Vauxhall Frontera Electric	£23,995
10	GWM Ora 03	£24,995
11	Fiat 500e	£25,035
12	Vauxhall Corsa Electric	£26,780
13	MINI Cooper Electric	£26,905
14	Renault 4	£26,995
15	MG4	£26,995
16	Citroen e-C4	£27,650
17	MGS5 EV	£28,495
18	Citroen e-C4 X	£28,715
19	MINI Aceman	£28,905
20	Smart #1	£29,960
21	Abarth 500e	£29,985
22	Ford Puma Gen-E	£29,995
23	Jeep Avenger	£29,999
24	Suzuki e-Vitara	£29,999
25	Fiat 600e	£30,035
26	Peugeot e-208	£30,150
27	BYD Dolphin	£30,205
28	Volkswagen ID.3	£30,860
29	Citroen e-Berlingo	£31,240
30	Skoda Elroq	£31,510
31	Toyota Proace City Verso EV	£31,995
32	Peugeot e-Rifter	£32,250
33	Vauxhall Mokka Electric	£32,430
34	Renault Megane E-Tech	£32,495
35	MINI Countryman Electric	£33,005
36	Kia EV3	£33,005
37	Volvo EX30	£33,060
38	Omoda E5	£33,065
39	Alpine A290	£33,500
40	Alfa Romeo Junior Elettrica	£33,906
41	Smart #3	£33,960
42	Vauxhall Astra Electric	£34,130
43	Hyundai Kona Electric	£34,500
44	Peugeot E-2008	£35,400
45	Cupra Born	£35,690
46	Vauxhall Grandland Electric	£36,455
47	MG4 XPower	£36,495
48	Leapmotor C10	£36,500
49	Abarth 600e	£36,985
50	KGM Torres EV	£36,995
51	Skywell BE11	£36,995

AUTO EXPRESS

FIRST FOR DRIVES

26 **VANQUISH VOLANTE**
Stunning Aston soft-top rated

30 **HYUNDAI IONIQ 9**
Brand's biggest SUV on UK roads

32 **SKODA ENYAQ vRS**
Updated version of range topper

Mercedes

FIRST DRIVE Saloon marks a brave new world for brand a
and tech, but there's an elephant in the room when it com

Jordan Katsianis

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AEX THIS is the 'big one' for Mercedes. Not in terms of size, because the CLA will, in effect, be the entry-level model for the firm's future range, but in terms of impact, given that it's the first of four new cars on the brand-new MMA architecture. It's also the first to feature a fresh electronic brain that will underpin all Mercedes from now on.

We've heard a lot about this new era of EVs, but what does it mean for customers? In the case of the CLA 250+ with EQ Technology, as it's formally known, this compact saloon is close to offering a range of 500 miles from a single charge, plus ultra-fast charging capability, to alleviate range anxiety. This car has been a long time coming, but now we can test the claims that Mercedes is catching up to EV specialists such Tesla and BYD.

First, though, the CLA may need an introduction, because it also represents a new direction and naming structure for the brand. This is the CLA with EQ Technology, and models with that name have an all-electric powertrain. But a hybrid-powered CLA will arrive soon with an identical body and interior.

A next-generation Shooting Brake bodystyle has also been revealed, but there will be no successor to

CLA

s it heralds a fresh platform
es to charging in the UK

RANGE
One of the biggest selling points of the new CLA is the EV's claimed 481-mile range on a single charge

ESSENTIALS

Mercedes CLA 250+ AMG Line Edition

Base price: £49,375 **On sale:** Now
Powertrain: 85kWh battery, 1x e-motor
Transmission: Two-speed automatic, rear-wheel drive
Power/torque: 268bhp/335Nm
0-62mph: 6.7 seconds
Top speed: 130mph
Range: 481 miles
Charging: 320kW (10-80% in 22 minutes)
Size (L/W/H): 4,723/1,855/1,468mm

the A-Class hatchback; this CLA now takes over as the entry point into the Mercedes line-up.

The company will launch the CLA with this 250+ powertrain, but an entry-level 250 with a smaller battery, plus a dual-motor 350 will be coming along in the next six months. By this time, we'll have more details on the hybrid, and a high-performance electric AMG. A CLA 45 S with a high-performance four-cylinder petrol engine doesn't seem to be on the cards, however.

The CLA 250+ will initially be available in three trims in the UK, starting from just over £47,000, rising to around £49,000 for the AMG Line Edition and £51,000 for the top-spec AMG Line Premium Edition. That is a lot for a CLA, but not for a 450-mile-plus EV, creating something of a paradox. The CLA's high range figure and compact size mean it sits in a bit of a vacuum in terms of direct rivals. It's priced above the slightly larger Tesla Model 3 and on par with the Polestar 2, but offers more range than both. BMW's i4 eDrive35 can't match the Mercedes for maximum mileage, either, while more eccentric competitors for the CLA include the DS No8, which offers a similarly posh feel and an even more polarising design.

It's fair to say that, in terms of driving experience, Mercedes had some work to do. Most of its previous electric models were a bit off the pace, but we're happy to report that in just about every respect the new CLA is a significant improvement. The brand has taken the decision, quite rightly, not to aim for the sharpest dynamics, but for a more measured and consistent feel across the board.

This is exemplified best with the ride, which is a superbly judged compromise between being controlled and composed, while still offering a plush and cosseting quality. The 18-inch wheels fitted to most models in the UK are perfectly sized to steamroll over the majority of road imperfections.

Hit the throttle and there's a clean, clear and consistent sense of acceleration, but it's the brakes that are the most obvious improvement; you no longer need to second-guess how much bite every press of the pedal might produce. The only bug was coming to a complete stop, because the pedal

▶

seems to run away from you just as you want to come to a halt. It's something owners will adapt to, but it is a little annoying at first.

The car's 85kWh battery pack feeds power to a 268bhp e-motor mounted on the rear axle. This makes it rear-wheel drive and, despite not having much in the way of sporting pretensions, and it'll go from 0-62mph in 6.7 seconds. Being a German car, its top speed is still somewhat autobahn-friendly, at 130mph, but it's academic for most UK drivers.

Mercedes' new-age CLA is not particularly fun or engaging to drive, but that's not really the point with a hyper-efficient EV, and the more aggressive and powerful AMG version will have to answer that call when it arrives next year.

On the road we found that the performance is more than enough to keep up with fast-moving traffic. It's comparable to single-motor versions of the Tesla Model 3 and Polestar 2, and while never alarmingly fast, it's more than adequate considering it pairs the lowest-powered e-motor with the biggest – and therefore heaviest – battery pack.

Mercedes quotes a peak range figure of 483 miles on a CLA 250+ fitted with the aero-focused 18-inch wheel design. This drops little by a little on the AMG Line models, but never below 461 miles – even with the larger 19-inch wheels.

We tested the CLA on a range of city streets, fast rural roads and motorways, and saw an impressive 4.8mi/kWh, which translates to a range of 408 miles. At around 80 per cent of the WLTP figure, this is an excellent result. Part of the reason for such efficiency is the two-speed gearbox, which can switch into a higher ratio at motorway speeds.

The 800V architecture allows 320kW charging at all 800V chargers, which will add around 200 miles of range in just 10 minutes. However, there is a huge caveat to this figure and that's because Mercedes has launched the CLA without the ability to charge at 400V DC fast-charging stations, which make up the vast majority of public chargers in the UK.

This is a big issue for the firm, essentially rendering fast public charging largely pointless, because almost all rapid and ultra-rapid chargers – from 50kW points all the way up to 250kW units – run on an older 400V system. More 800V units are being rolled out in the UK, and they can be easily located on Mercedes' in-built user interface, but it's not really a solution when rivals don't have the same issue.

Mercedes says a fix is in the works, but it could take one or even two model years to get it plumbed in. While a converter is available on left-hand-drive models for the main European and American markets, we'll have to wait for a solution to be available on right-hand-drive UK cars.

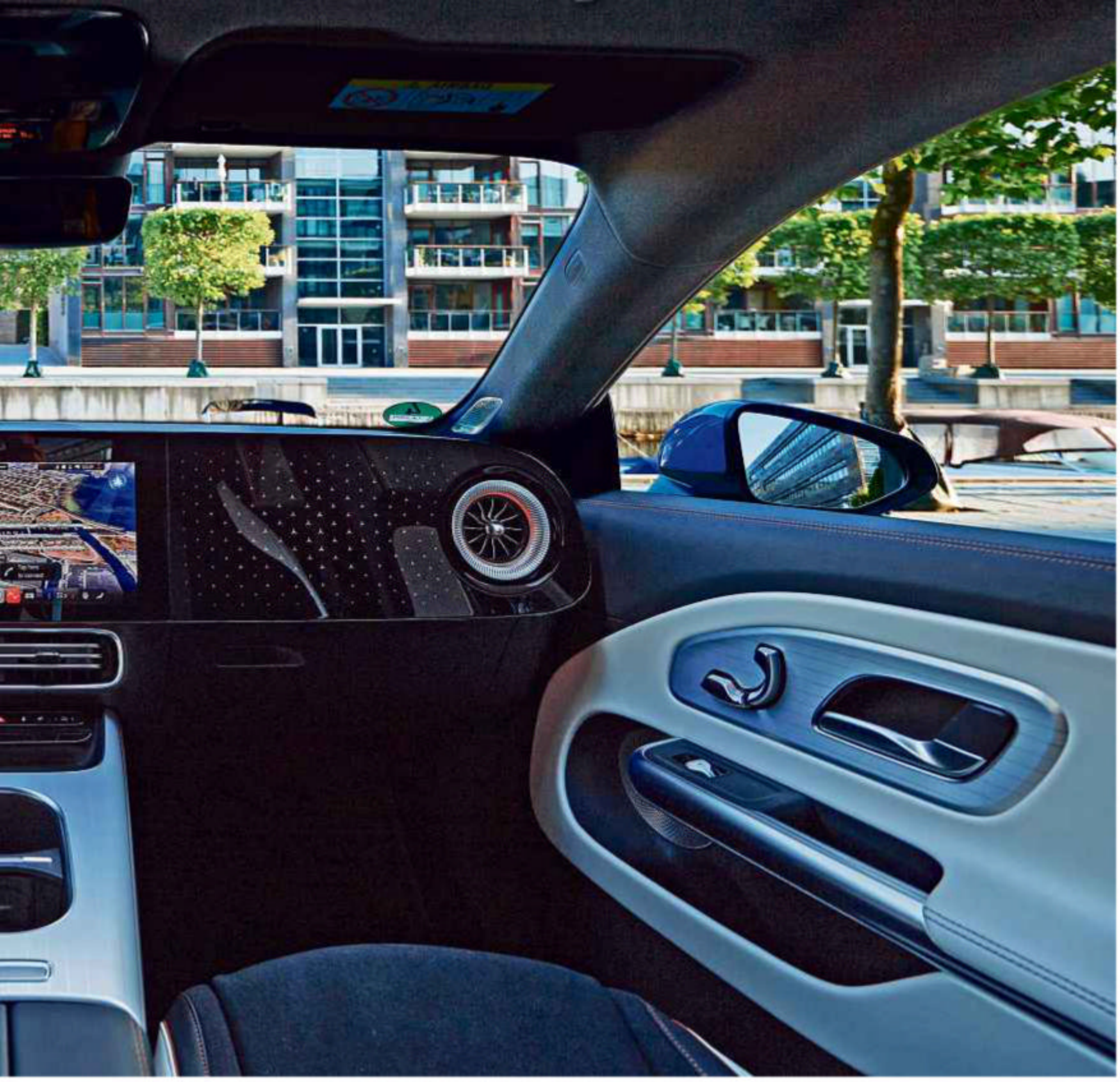
The other part of this Mercedes CLA that's all new is its digital interface and operating system. The main dashboard is one piece of gloss-black plastic that combines a 14-inch touchscreen with a 10.25-inch driver's display.

Some models have a second 14-inch screen on the passenger side, but most will do with just the one, with the passenger side featuring a black panel with glowing stars. Below the touchscreen sits a centre console with two cup-holders, behind which is a small cubby. There are some flourishes, such as the intricate door cards and glass roof, but digital features aside, there's not much else going on.

The MMA platform might share its structure with a forthcoming combustion variant, but's still cleverly packaged enough to offer a completely flat floor and a big under-bonnet space for extra storage.

Rear-seat space is also good enough for the class, but because the CLA now has the range and price point of cars in the class above, it's impossible not to compare it with the more spacious Tesla Model 3. However, it's also impossible to deny the steps forward being taken by the new CLA, and it bodes well for the influx of the other new electric vehicles that Mercedes has in the works.

STYLING
Mercedes is playing it safe by sticking with a familiar saloon design for its new compact executive electric vehicle

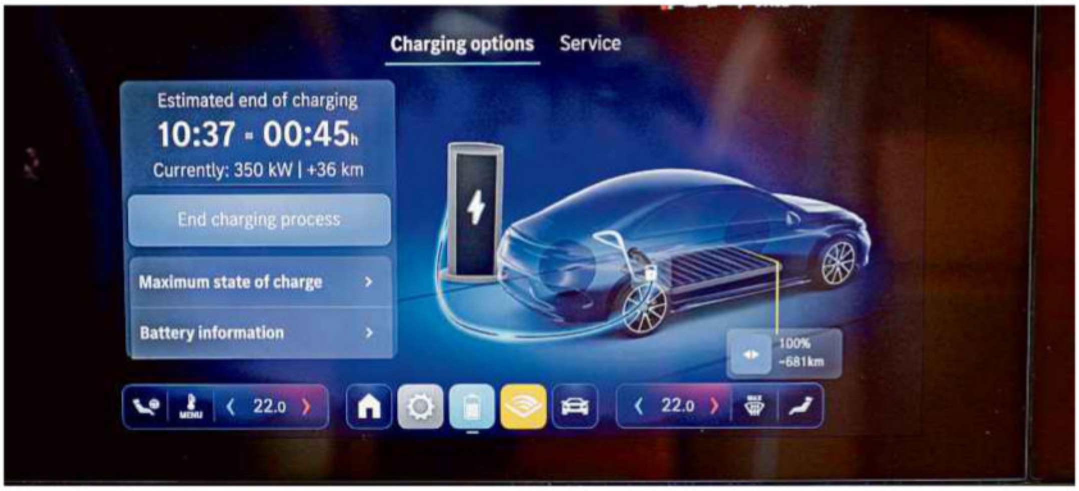


PRACTICALITY

Bootlid opens to reveal a 405 load bay, with extra storage under the floor. There's a further 101 litres under the bonnet for stowing the charging cables

INTERIOR

Twin digital displays dominate the dash, with some models getting a third screen on the passenger side. The infotainment panel (right) shows stats such as charging speed and time, but the Mercedes isn't currently compatible with 400V DC fast chargers in the UK


Charging options
Service
End charging process
Maximum state of charge ›
Battery information ›
22.0
22.0

Estimated end of charging
10:37 - 00:45h
Currently: 350 kW | +36 km

100%
~681km

CLA 250+
S CA 5407E

VERDICT

★★★★½

CONSIDER this the start of Europe's fightback in the car world. The new electric Mercedes CLA – with its fresh platform, powertrain and interior technology – represents a significant step forward in almost every area. This doesn't just close the gap to new-age rivals in terms of range and efficiency, but creates a new standard. However, the German newcomer will launch with one arm tied behind its back, due to its incompatibility with most public fast-charging stations in the UK.

Aston Martin Va

PERFORMANCE
Volante might be slightly slower than coupé on paper, but it's still the fastest front-engined convertible on sale

Richard Ingram

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ON looks alone, the Aston Martin Vanquish Volante could, quite rightly, sit at the top of any man, woman or child's lottery-win wishlist. Building on the aggressive but elegant profile of the Vanquish coupé, the drop-top pushes the six-figure supercar into new, uncharted territory.

At the front, you get that gaping grille and sharp LED lighting signature, plus wide arches and 21-inch wheels hiding standard-fit carbon-ceramic brakes, all from the latest Vanquish coupé. But it's from the A-pillar rearwards where things get interesting; the 'K-Fold' fabric roof can be lowered at speeds of up to 31mph, tucking away discreetly in just 16 seconds.

Aston says that the roof requires just 260mm (a class-leading figure, we're told) to stack behind the front seats, and adds only 90kg to the car's weight. But by stiffening the front end and adding greater support at the rear through a slightly higher spring rate, the company's engineers claim the car offers "the same overall driving experience" as the coupé.

They also insist that the Volante is "the fastest, most powerful front-engine production car on sale today" and "the fastest, most powerful open-top series-production Aston Martin to date". The numbers largely speak for themselves: 824bhp and 1,000Nm sent to the rear wheels, via an eight-speed ZF automatic transmission.

It's just 0.1 seconds slower from 0-62mph than its fixed-roof sibling, completing the benchmark sprint in 3.4 seconds and not slowing until it hits a frankly absurd 214mph. WLTP fuel consumption figures are still being homologated, not that they're likely to matter to anyone shelling out around £360,000.

As with the coupé, the twin-turbo V12 is the so-called "jewel in the crown" and the centrepiece with which the Vanquish Volante justifies its estimated (but still not confirmed) starting price. In a world of downsized engines and electrification, Aston's flagship sits within a rapidly diminishing class of cars still available with an atmospheric V12.

Of course, the ability to lower the roof – but still keep things calm, with the neatly integrated wind deflector – only brings you closer to the theatre. That's not something any 12-cylinder Aston lacks, but the Vanquish elevates this with a full, rich sound that, as with its smaller Vantage sibling, has an almost muscle car-like feel to it. The car we drove was also fitted with the optional titanium exhaust, enhancing the experience even further.

Aston has worked hard to make the engine highly reactive, and this is certainly an incredibly quick car if you let the revs build past 2,500rpm. It's not as linear as a naturally aspirated Ferrari 12Cilindri Spider, but it's no chore to work through the gears with the tactile column-mounted paddles.

The brakes are strong, and the steering quick, while the electronic differential integrated into the

nquish Volante

FIRST DRIVE Luxury British brand's V12-engined Vanquish coupé is already a stunning car, but when it loses its top, it's even better

ESSENTIALS

Aston Martin Vanquish Volante

Price: £360,000 (est) **On sale:** Now
Powertrain: 5.2-litre V12 twin-turbo petrol
Power/torque: 824bhp/1,000Nm
Transmission: Eight-speed automatic, rear-wheel drive
0-62/top speed: 3.4 seconds/214mph
Economy/CO₂: TBC
Size (L/W/H): 4,850/1,980/1,296mm

ASTON MARTIN

> "In a world of downsized engines and electrification, Aston's flagship sits within a rapidly diminishing class"

ON THE ROAD Volante is every bit as good to drive as the coupé, and being able to drop the roof allows you to feel even closer to the V12 engine

rear transaxle allows you to put the power down early and slingshot out of tight corners. Squeeze the throttle as much as you dare; licence-losing speeds are possible in the blink of an eye.

You'd need to drive the coupé and convertible back to back over familiar but challenging roads to notice any difference in the way these cars handle. While that line about Aston aiming for the "same overall driving experience" might sound like marketing hyperbole, in our experience of the cars, the engineers appear to have come incredibly close.

Scuttle shake is almost non-existent in the Volante; our fast, flowing, north Yorkshire test route had some pretty rough surfaces, yet only the very deepest potholes reverberated through the chassis. Not only is the Vanquish Volante physically larger than its DBS predecessor, it's noticeably stiffer, too.

Yet that doesn't come at the expense of comfort or compliance. While we wanted to explore the full extent of the car's performance during our time behind the wheel, we also drove the car at slower speeds around town – both with the roof up and down. Knock the Vanquish into its default GT mode – when the huge torque is electronically managed in gears one to four – and it'll cruise beautifully.

With the eight-layer "acoustically enhanced" roof raised, the Vanquish is impressively hushed. That's thanks not only to the trick top, but also the bespoke Pirelli P-Zero tyres with active noise-cancelling tech that have been specifically tuned with a level of in-built damping; it's not as quiet as the coupé, but it's still a fantastic grand tourer.

Ergonomically, the Vanquish Volante is about as good as it gets. You sit nice and low, and there's enough adjustment in the wheel to allow you to pull it really close to your chest for added engagement. It's got a lower centre console than the old DBS, and while there are still lots of buttons, it feels as if it's skipped a generation when it comes to usability.

Not least because all Vanquish Volantes come with Apple CarPlay Ultra, giving iPhone users even greater access to, and slicker integration with, their mobile device. They can make calls and send texts, as well as adjust things like the climate control and other functions, without swiping back to the car's main infotainment screen. This extends to the instrument cluster, and compliments the set-up so well that you'd never know it wasn't Aston's layout.

But even if you don't use CarPlay, or prefer to press buttons and flick switches, the Vanquish's dashboard layout is among the best – at any price. That low centre console grants you access to everything from the engine start-stop button to the gear shifter, temperature and fan controls, parking cameras and more – all without feeling overly cluttered. The screen itself is responsive, with a row of easy-access shortcut keys directly below.

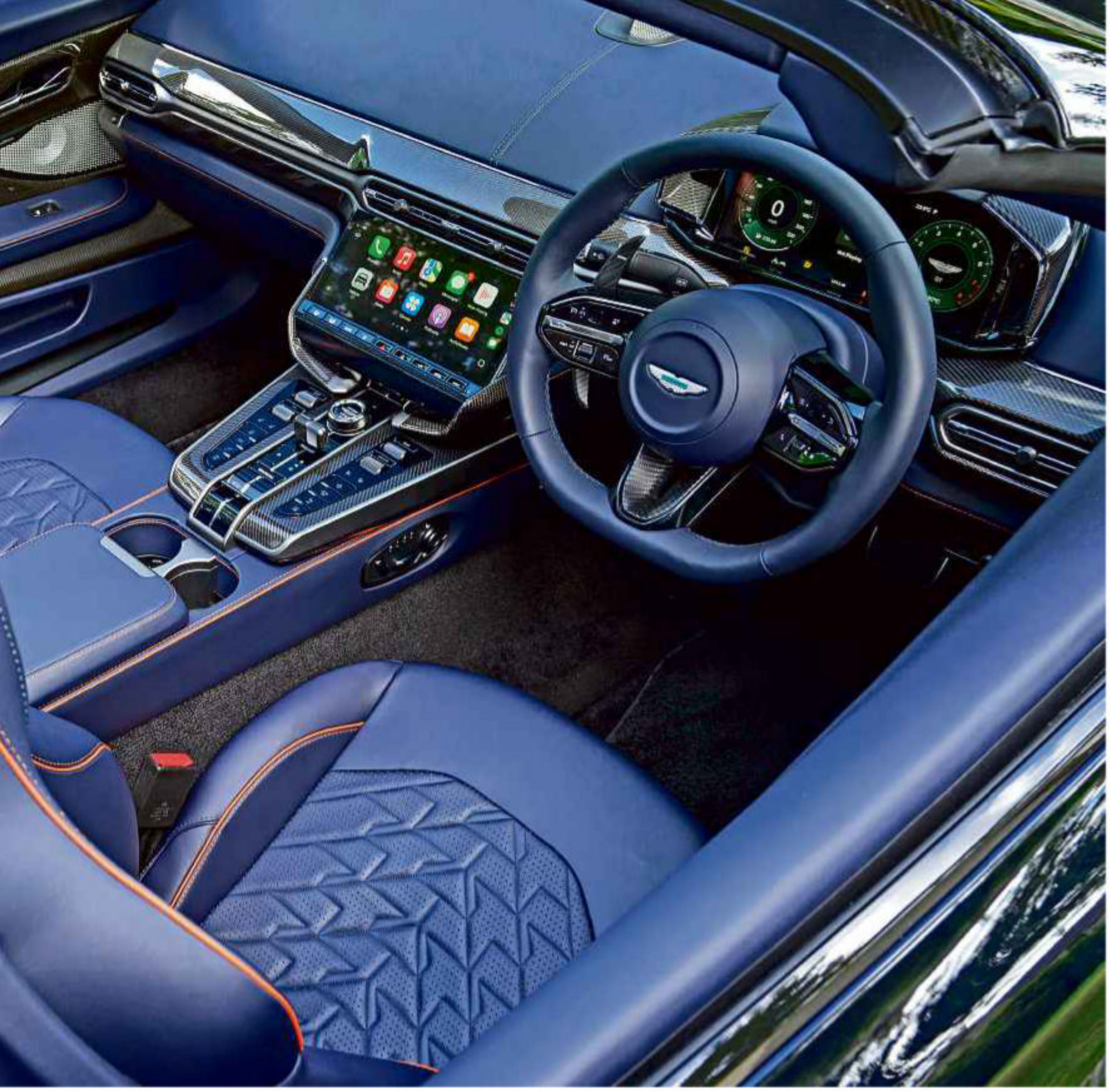
It might seem trivial to talk about practicality on a £360,000-plus, two-seat convertible, but owners might want to use their car for a weekend away. If you're prepared to travel with the roof up, you'll have 219 litres to play with – a figure that shrinks only slightly (to 187 litres) with the top down. That's quite a bit more than in a Bentley Continental GTC, and is enough for a couple of soft bags.

Quality is by and large, very good indeed. We're not talking Rolls-Royce or even Bentley levels of craftsmanship, but Aston can closely match any modern-day McLaren, and come within spitting distance of Ferrari for overall fit and finish.

Every Vanquish Volante gets matrix LED lights, those 21-inch forged alloy wheels and carbon-ceramic brakes, plus a stainless steel exhaust and a suite of driver-assistance systems. Inside, the semi-aniline leather and Alcantara seats are heated and electrically adjustable in 16 directions. There's twin 10.25-inch screens, a 1,170-watt Bowers & Wilkins stereo and wireless phone charging, too. Nothing you wouldn't expect, given the price, though.

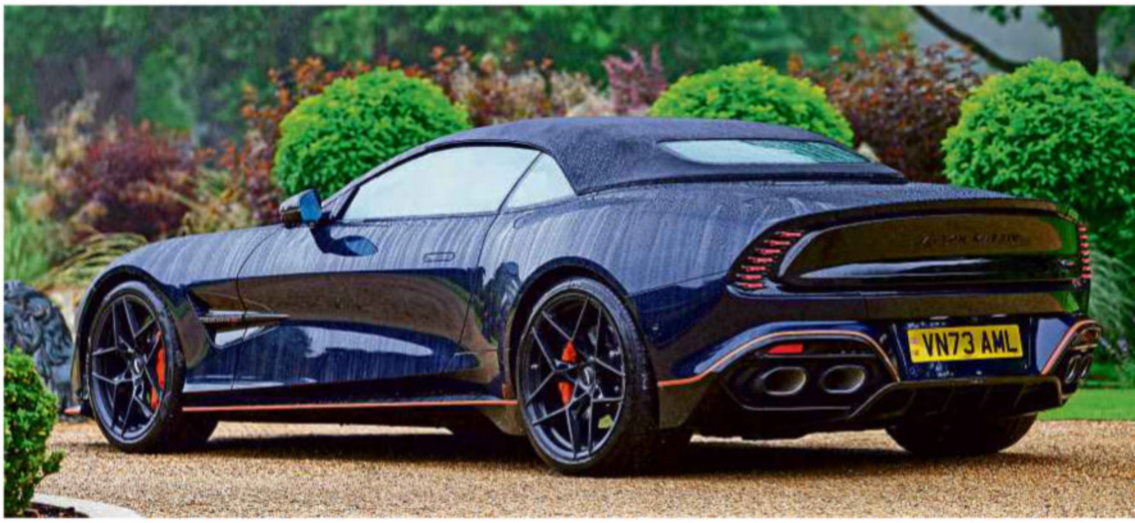
Our test car (pictured) also added a number of options from the Q by Aston Martin personalisation programme. These included Chimera Blue paint, satin-black wheels and Vivid Orange brake calipers, plus a gloss-black grille, carbon-fibre trim elements and even enamel badges. As you might expect, Aston wouldn't give us a price; if you need to ask, you probably can't afford it…

"Slingshot out of tight corners, and squeeze the throttle as much as you dare; licence-losing speeds are possible in the blink of an eye"



Bowers&Wilkins

INTERIOR
Quality is a match for anything McLaren can do, while the cabin is full of high-end kit, including 1,170W stereo, and ergonomics are excellent



BESPOKE
Among the Q by Aston Martin options are blue paint, black wheels and orange brake calipers

VERDICT ★★★★½

THE V12 engine is not long for this world, so the Aston Martin Vanquish Volante should be celebrated. Dropping the roof brings you even closer to that engine, yet without any trade-off in the driving experience, you can live with the cabrio as easily as the coupé. And if there's a better-looking new car on sale today, we're yet to see it.

INTERIOR Six-seat layout (with rotating seats in middle row) comes only with top Calligraphy trim. There's room for adults in all three rows

IONIQ 9
EN25 NGF

Hyundai Ioniq 9

FIRST UK DRIVE The biggest, most luxurious SUV Hyundai has ever built has arrived in Britain. We try it in top-spec form

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THE pursuit of premium is something that even the most mainstream manufacturers are engaged in these days, and the Hyundai Ioniq 9 aims to deliver the ultimate in luxury as the company's new flagship electric SUV.

If the concept of a large Korean electric luxury SUV sounds familiar, it's a template that has already been followed by the Kia EV9. The Ioniq 9 uses the same platform, but while the EV9's design has a hard-edged element, the Ioniq 9 is more sculpted.

Inside, the cabin is truly vast, as you would expect of such a big SUV. There's acres of room up front and behind, while the third row is spacious enough for two adults – the difficult part is climbing in.

Up front, there's a slightly curved twin-screen dashboard with a climate control panel lower down, which will be familiar to anyone who has driven a modern Hyundai. We'd have liked a bit more design flair, but it's a pretty user-friendly interface.

The top-spec Calligraphy model comes with all the kit you could imagine and a lot more besides. There are heated and ventilated seats front and rear, a 14-speaker Bose sound system, a panoramic glass roof, and Nappa leather upholstery.

The six-seat configuration is exclusive to this trim, and adds captain's chairs to the middle row that can rotate through 180 degrees to create an executive-style lounge. There's also the ability to turn them 90 degrees to face the wide-opening rear doors, which makes fitting child seats a doddle.

Hyundai quotes a cargo capacity of up to 1,323 litres with the rearmost seats folded, presumably measured to the roof. While it doesn't offer a number with rows two and three tucked away, industry data expert CAP offers a figure of 2,419 litres – beating all of the Ioniq 9's main rivals. In seven-seat cars everything folds automatically, but the two sliding seats for the six-seater flip forward electrically, while the rest of the controls are manual.

The powered tailgate opens to reveal a surprisingly small opening – a side effect of the tapered shape of the car's bodywork – which will make loading large items trickier than you might expect. One plus point is the Ioniq 9's extra storage under the bonnet, which is big enough for a charging cable and some extra bits and pieces.

Power outputs range from 215bhp for the Premium rear-wheel-drive model up to 421bhp for the Performance powertrain here. All cars have a 110kWh battery, while the best range (a claimed 385 miles) is delivered by the base model, but the whole line-up manages more than 370 miles.

During our first UK drive of the Ioniq 9, we managed a return of 2.7 miles per kWh. That included some energy-sapping motorway work, but is close to the official figure of 3.0mi/kWh.

While some upmarket brands give their highest-spec models air suspension, the Ioniq 9 has a more conventional set-up with a MacPherson multi-link front end and a full multi-link set-up at the back. However, it also has self-levelling dampers and hydroelastic bushings to enhance the ride.

The suspension has a soft edge, although the large 21-inch wheels that come with Calligraphy trim undo some of that comfort, because they introduce a fidget to the ride. The Ioniq 9 can become quite unsettled over uneven surfaces, and this never really fades away at any speed.

This focus on comfort comes at the expense of sharp handling, so the big, heavy Ioniq 9 is not a natural for hustling down a twisty B-road. The steering lacks feedback, while body roll will be the biggest limiting factor as to how hard you drive.

There are four drive modes, but the suspension is the same in each setting, so the throttle response offers the biggest change to the car's character.

However, another trait of these modes is that the throttle pedal's responses are slightly too sharp at the top of its travel. Small applications see the car jerk forwards as the power comes in, while lifting off sees a similar movement in the opposite direction, and this is only exacerbated by the car's soft suspension set-up.

The cabin is mostly quiet, but a gentle rustle from the door mirrors can be heard at motorway speeds. Rearward visibility is a little compromised, although there's plenty of driver-assistance tech on board.

In fact, the Ioniq 9 follows a path that every new Hyundai has taken, with a number of beeps and bongs from the assorted safety systems to keep you on the road. The over-speed warning can be silenced via a long press of the mute button on the steering wheel, but harder to deactivate is the hyper-sensitive distracted-driving warning.

ESSENTIALS

Hyundai Ioniq 9 110kWh Calligraphy 6 Seat

Price: £78,595 **On sale:** Now

Powertrain: 110kWh battery, 2x e-motors

Power/torque: 421bhp/700Nm

Transmission: Single-speed automatic, four-wheel drive

0-62/top speed: 4.9 seconds/124mph

Range: 372 miles

Max charging: 350kW (10-80% in 24min)

Size (L/W/H): 5,060/1,980/1,790mm

QUALITY

Materials and build match premium brand Genesis, but 21-inch wheels on top trim affect ride comfort

VERDICT ★★★★☆

THE Ioniq 9 gets most of the premium electric SUV character traits right, but in top-spec Calligraphy trim it doesn't quite hit the mark, thanks to an overly firm ride.

There's no issue with the quality inside, the tech is mostly user-friendly, and there are plenty of practical touches. If the Kia EV9 is anything to go by, Hyundai shouldn't have much trouble finding buyers.

Skoda Enyaq vRS

FIRST DRIVE Flagship hot version of brand's family SUV benefits from the same updates as the rest of the range

Tom Jervis

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IT'S incredible to think that the first Skoda Enyaq arrived on UK roads over four years ago, yet it's managed to hold firm against newer rival electric family car such as the Renault Scenic, Hyundai Ioniq 5 and Vauxhall Grandland.

More recently, the Enyaq's reign has come under fire from within the Skoda camp itself, courtesy of the smaller Elroq; this provides almost everything its bigger brother does, but in a cheaper, more attractive package. The same is true of the range-topping vRS model, with the hottest Elroq getting the same upgrades as the more expensive Enyaq.

To help keep it competitive for 2025, the Enyaq has now received – literally – a facelift, sporting the Elroq's revised 'Tech Deck' front grille design. On the vRS, it's also illuminated and while it is hard to see in daylight, it does look pretty slick at night.

Better still, the updated Enyaq vRS costs slightly less than the outgoing car, starting from £51,660 – a saving of roughly £1,500 over the previous model.

Other than this, however, the facelifted Enyaq is much the same as before. The vRS model gets two electric motors – one on each axle – to provide four-wheel drive and 335bhp. In the Sport setting, 0-62mph is disposed of in 5.4 seconds – just over a second quicker than the cheaper 85x model.

Yet despite its extra power, the vRS trumps the 85x in terms of range, too. Thanks to its 79kWh battery, Skoda says the Enyaq vRS is capable of up to 344 miles in mixed urban and motorway driving – 12 miles more than the 85x with its 77kWh battery. During our spirited drive through the Cumbrian countryside, we were able to return around 3.4 miles per kilowatt-hour, which translates to a real-world range of about 270 miles; drivers with a lighter right foot will inevitably eke out more miles.

However, we found ourselves wishing we were in the more compact-feeling Elroq; the Enyaq's bulk gave us little confidence to throw it into tight bends.

That's not to say the Enyaq vRS isn't well balanced – it is, plus its steering is nicely weighted, although it offers very little in the way of feedback. The standard-fit adaptive suspension never gets all that bone-shaking, either. Despite the vRS sitting 10mm lower than the regular Enyaq and us almost constantly having the car in its raciest mode, we found it more than compliant enough. The Enyaq's four-wheel drive also ensured the traction was virtually unfaltering, even on slippery surfaces.

Other than this, though, there is little fun to be had. Skoda has hinted that it plans to emulate engine noise and gearshifts in future vRS models, but here no such features exist, making the supposed pinnacle of Skoda's performance line-up feel a little prosaic. With no drift modes or even performance pages buried within the infotainment system, the most compelling reasons to upgrade from regular Enyaq models are more visual than dynamic.

The Enyaq vRS's racier sport seats, for example, are supremely comfortable and supportive, with a luxurious massage function that would feel more at home in premium offerings from the Volkswagen Group. We're fans of the Acid Green stitching that's available, but if this is a tad too much for you, full black leather is available for no extra charge.

Material quality remains one of the Enyaq's strong points, with plenty of squidgy and posh-feeling materials almost everywhere you look. We like the felt-lined door bins and leatherette where you place your hand to operate the snappy 15-inch infotainment screen, but are surprised how cheap

INTERIOR
Not much has changed inside the Enyaq vRS, but that's no bad thing. The bucket seats are comfortable and supportive, material quality is excellent, and the tech is good, with a snappy 15-inch touchscreen and Canton sound system

"The most compe
to the vRS from a r

ON THE ROAD
Four-wheel drive gives great traction, but while hot Enyaq is fairly quick, it's not much faster than cheaper 85x

lling reasons to upgrade
regular Enyaq are visual”

the door pull feels. This is constructed out of cheap plastic, and given that it's something you touch all the time, it's a strange oversight.

If bang for your buck means a lot to you, the Enyaq vRS also comes almost fully loaded with things like heated seats, a Canton sound system, a 360-degree parking camera and a powered bootlid. However, we do think Skoda is a bit stingy not including a heat pump at this price point.

Less miserly is the boot capacity which, at 585 litres, is one of the biggest in its class – and 115 litres more than in the Elroq. Rear passenger space is also plentiful, with sufficient leg and headroom, even in the sleeker Coupé models. Sunblinds on the back windows, plus easy-to-access Isofix child seat-mounting points show that Skoda is clearly acknowledging its customer base of family buyers.

ESSENTIALS
Skoda Enyaq vRS

Price: £51,660 **On sale:** Now
Powertrain: 79kWh battery, 2x e-motors
Power/torque: 335bhp/545Nm
Transmission: Single-speed auto, four-wheel drive
0-62/top speed: 5.4 seconds/111mph
Range: 344 miles
Max charging: 185kW (10-80% in 26 mins)
Size (L/W/H): 4,660/1,879/1,618mm

VERDICT ★★★⯪☆

THE basic nature of the updates to the Skoda Enyaq only highlight what a brilliant package it already was – and that goes for the vRS model too. But while this edition has plenty of performance, those looking for outright excitement will be disappointed; standard models will be sufficient for most buyers. Yet the biggest issue isn't the Enyaq, but the Elroq. Smaller, cheaper and offering similar space for passengers, the newer car makes Skoda's flagship feel somewhat superfluous.

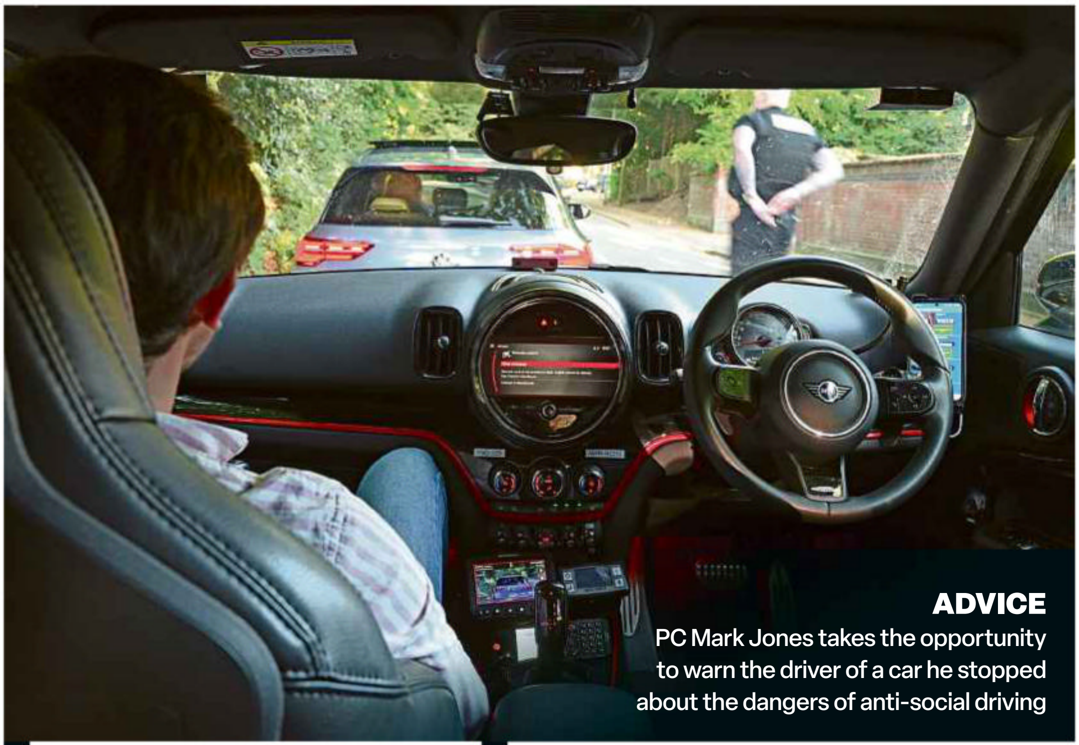
Tom Jervis

Thomas.Jervis@autoexpress.co.uk

THE relationship between drivers, especially those that enjoy their cars, and the police has always been a slightly strained one. From car meets to just jumping in with friends for a drive, there's long been a tension, and different attitudes over how to address the problem. Or even whether it's a problem in the first place.

From so-called illegal car meets to the basic principle of anti-social driving, police have tried various tactics to address the issue, but Cheshire Constabulary's Road and Crime unit is trying to educate younger drivers in particular on how they can modify their attitude and behaviour on the roads to make it safer for everyone.

We joined the force's Road and Crime unit on patrol to get to the bottom of what exactly this means and to see the problems the police are facing first hand. Our companion for the night was PC Mark Jones – a veteran of the force who took us out in the unit's undercover MINI Countryman John Cooper Works patrol car.



ADVICE
PC Mark Jones takes the opportunity to warn the driver of a car he stopped about the dangers of anti-social driving

Otis Clay

ANTI-SOCIAL DRIVING

As the sun began to dip, we set off with PC Jones explaining what defines anti-social driving. "It varies wildly," he says, "all the way from boy racers and car meets – spinning wheels and showing off – to [examples of] driving without due care and attention, such as tailgating or overtaking in a dangerous manner."

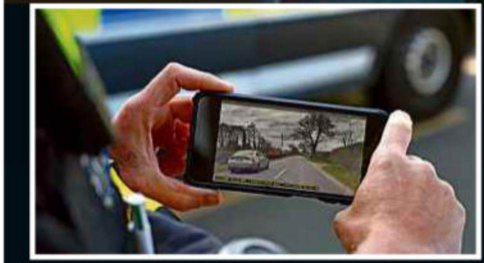
It doesn't take long for his point to be proven when a Volkswagen Golf ahead pulls out into the middle of the road and accelerates to pass two or three other vehicles, all on a blind corner.

In a flash, the MINI's blue lights are switched on and the chase begins. At first, it appears the car in question is refusing to stop, blasting off into the distance as we weave through traffic. But there's no losing Jones behind the wheel of the 302bhp JCW and we quickly catch up, with the Golf eventually pulling to the side of the road.

A relatively young male steps out of the rather new car we've stopped – Jones explains that in the affluent area of Alderley Edge there are "plenty of young, well-off kids that immediately step into properly fast vehicles" – and he looks rather stunned that he has been pulled over.

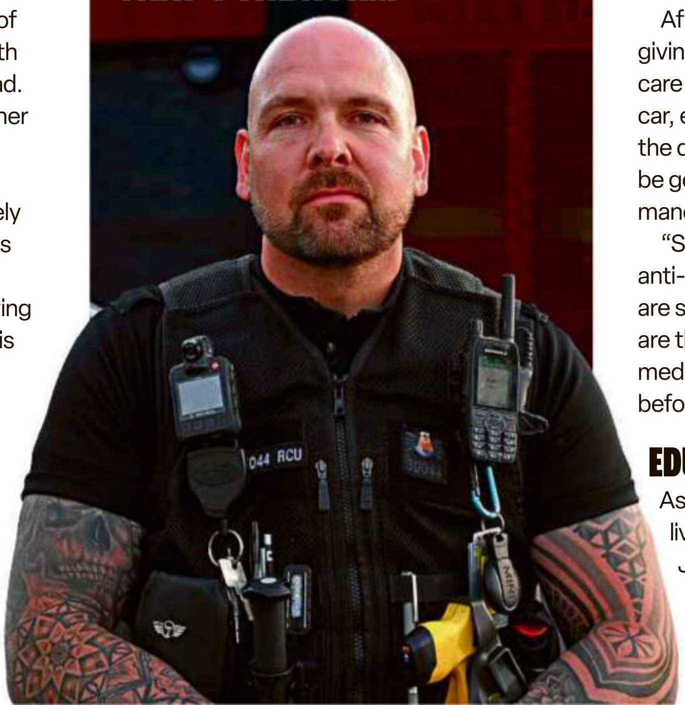
The fact that we stopped a young male driving a car full of people is representative of how this demographic is, statistically, more likely to engage in anti-social and dangerous driving; in the year up to June 2024, 17 to 29-year-old males accounted for 18.5 per cent of all road casualties, despite this group making up just seven per cent of all licence holders.

Unfortunately, not all drivers will stop when pulled over as this driver did; before we left for patrol, Jones's colleague PC Reeves was candid about how the force will get into chases almost every night, reaching speeds of well in excess of 100mph. In these cases, officers use stingers and tactical manoeuvres to contain or disable the escaping vehicle.



MARK JONES Police Constable

> "SOCIAL MEDIA 100 PER CENT PLAYS A BIG ROLE IN ANTI-SOCIAL DRIVING NOWADAYS, KIDS ARE SEEING PEOPLE DRIVING LIKE IDIOTS ONLINE AND THINKING THAT'S THE NORM"



After a chat with the offending driver and giving him a ticking off for driving without due care and attention, Jones joins us back in the car, explaining that young males, such as the the driver that he's just spoken to, can easily be goaded into performing dangerous manoeuvres by their passengers.

"Social media 100 per cent plays a big role in anti-social driving nowadays," Jones adds. "Kids are seeing people driving like idiots online and are thinking that's the norm. We, as well as social media companies, really need to nip it in the bud before it has a massive knock-on effect."

EDUCATION IS KEY

As such, rather than simply trying to scare the living daylights out of those breaking the rules, Jones reckons the best way to improve the quality of driving is to take opportunities ▶

ANTI-SOCIAL APPROACH

The relationship between police and drivers has always been fractious. We meet both sides of the debate around anti-social driving and the popularity of car meets

MARK JONES Police Constable

> “THERE ARE PLENTY OF YOUNG, WELL-OFF KIDS WHO IMMEDIATELY STEP INTO PROPERLY FAST VEHICLES”

such as this to give some advice. "Education's a big thing and there's not enough out there. Once you get your ticket to drive, you're left to your own devices," Jones says. "It's not really until they're prosecuted that most people will receive any kind of further education. There's always room to learn.

"If you just find someone and prosecute them, they're probably going to walk away with a dim view of the police and be reluctant to change their behaviour," he adds. "But if you can point out that there are other ways and educate them as to what could have happened if something went wrong, then maybe they'll question whether to do that sort of thing again."

This advice isn't always well received and Jones says that sometimes the police can be viewed with hostility when they turn up at car meets, for example, to ensure drivers are acting safely and that vehicles meet legal requirements.

"We often get feedback from people saying, 'Aren't you just wasting your time?' and 'Shouldn't you be out catching murderers?'," Jones admits. "We're looking at the bigger picture, making sure everyone's cars are roadworthy and safe, because certain things can be a major contributing factor to something like an accident."

PROBLEM CAR MEETS

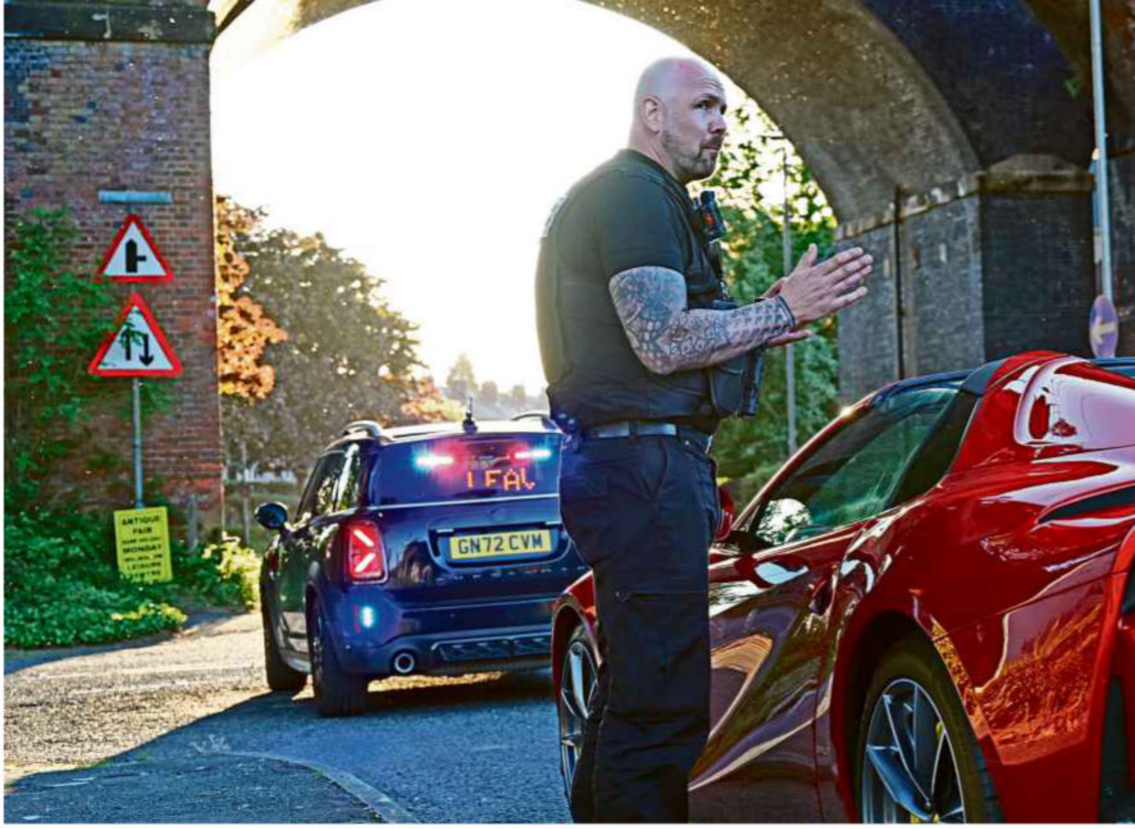
Alderley Edge has become infamous on social media for its rowdy car meets that attract some of the most extreme and expensive supercars in the world. This leads to many driving in erratic and dangerous manners in order to show off – something we witness first-hand when a Ferrari driver undertakes our unmarked MINI and accelerates onto a dual-carriageway, going well over the speed limit. This driver is quickly stopped for a chat and penalised for driving without due care and attention.

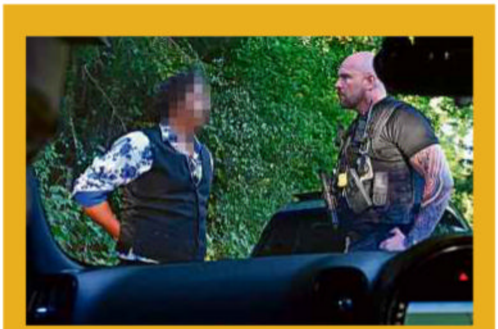
But police intervention on a larger scale can sometimes be controversial. A couple of weeks before our ride, Cheshire police forced a local car club to cancel an event, in the wake of a huge meet organised by another group, which saw dozens of instances of anti-social behaviour and even illegal street racing.

The police definition of illegal car meets is gatherings "where drivers meet on the public highway or large public car parks to race or show their vehicles to others." But James Smith, founder of TurboTribe – the group that had its event forcefully postponed – told Auto Express: "There's a big difference between drag racing through the tunnel at Manchester Airport and the slow-moving parade through a village that we had planned."

Since TurboTribe was founded in 2024, Smith says the group has focused on being safe and family friendly, taking out public liability insurance and having a team of marshals to ensure rules are being obeyed.

"While we try to have a working relationship with the police, some individuals can be unfair,"





MARK JONES Police Constable

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"POLICE USE STINGERS, AS WELL
IN ORDER TO CONTAIN OR DISABL

POLICE
DX18 AVM

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GN72 CVM

ON DUTY
Our man is briefed by PC Mark Jones before they head out on patrol in an unmarked MINI Countryman

PULLED OVER
PC Mark Jones stopped this Ferrari driver for driving without due care and attention

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E THE ESCAPING VEHICLE”

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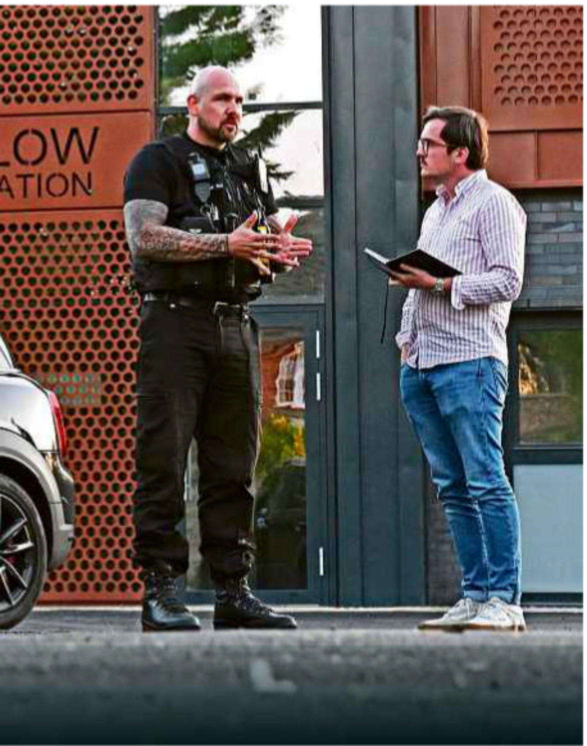


TurboTribe Ltd

JAMES SMITH TurboTribe founder

“THERE’S A BIG DIFFERENCE BETWEEN DRAG RACING THROUGH THE TUNNEL AT MANCHESTER AIRPORT AND THE SLOW-MOVING PARADE THROUGH A VILLAGE THAT WE HAD PLANNED”

Smith claims. “One of our partner brands was planning to host an event on their private land after receiving the landowner’s permission. But two police officers turned up on their doorstep and scared the life out of them. It seemed a bit coercive, saying the event isn’t good for the area – they were just clutching at straws.”

That’s not to say TurboTribe’s events are packed with angels; Smith says the group’s marshals frequently instruct drivers to slow down if they are going too fast. Nevertheless, he was keen to point out how “the police talk a lot about responsibility and while it is up to the event organisers to make sure they’re doing everything they can, it's also on them to help bridge the gap and aid [them] to mitigate these risks.”

POLICE RESOURCES STRETCHED

With this in mind, it seems the police have a delicate balancing act to perform. While enthusiasts should be allowed to indulge in their passions, anti-social driving is undoubtedly a big problem across the UK, with large numbers of people descending on certain areas and causing a great deal of distress to local communities.

PC Jones explains that the repercussions of anti-social driving can be severe if anything goes wrong: “It varies wildly between minor injuries – cuts and bruises” he said, “to unfortunate incidents where people – not just those who are committing these acts, but the road users around them – can lose their lives.”

Such risks aren’t enough to dissuade everyone, though, and police forces are struggling to clamp down on anti-social driving. In fact, police insiders tell Auto Express that although Boris Johnson’s Conservative government did indeed deliver on its promise of 20,000 more police officers on UK streets, many forces had to freeze ‘civilian’ hires, meaning police officers are now forced to spend a large portion of their shifts off the beat and doing paperwork.

“We need more police officers; we have fully paid officers doing things in the background such as admin,” Jones responds. “This takes so much time – half of my shift is usually sitting in the office doing admin – and if we could get more people on the clerical side, that would make a massive difference to us on the front line.”

Jones adds that the consequences of a driver being prosecuted for dangerous driving have softened. “Punishments seem to have come down a lot in recent times and I think the issue with overcrowded prisons doesn’t help,” he says. “This is frustrating to see, because a lot of hard work goes into convicting someone; you constantly feel like you’re swimming against the tide.”

Car groups are in some cases trying to get people to enjoy their cars to the fullest somewhere legal and, most importantly, safer.

In association with the Three Sisters Circuit in Wigan, TurboTribe recently announced its new ‘Take it to the Track’ initiative, which aims to get drivers off the streets and onto the racetrack. Revealing the scheme, TurboTribe says its ambitions are to “offer an alternative to speeding on the highways, which will protect the public and foster a culture of respect, discipline and true driving passion”.

In the meantime, Smith strikes a collaborative tone on how relationships can work between the factions, saying: “Please work with us – we’re happy to work with you and want to have you involved. You can come to events, bring squad cars, educate people on what they should and shouldn’t be doing. It’s the future of car enthusiasm, and the police are part of that story.”

Not every group has the same vision as TurboTribe, however, and PC Jones reminds young drivers and car enthusiasts that “it’s a privilege to have a licence, not a given”. And he concludes: “You need to treat it with more respect than most things in life, because that thing you’re driving can change a life in seconds.”

MARK JONES Police Constable

“HALF OF MY SHIFT IS USUALLY SITTING IN THE OFFICE DOING ADMIN – AND IF WE COULD GET MORE PEOPLE ON THE CLERICAL SIDE, THAT WOULD MAKE A MASSIVE DIFFERENCE TO US ON THE FRONT LINE”

FANTASTIC

We pitch the new Renault 4 EV against one of its chief small SUV rivals, Ford's Puma Gen-E

4?

HIGH HOPES
The original R4 was a big success for Renault, while the Puma has been a sales hit for Ford. Both brands will hoping the electric versions continue that form

Pete Gibson

ESSENTIALS

	Renault 4 E-Tech Techno	**Ford Puma Gen-E Select**
Price:	£28,995	£29,995
Powertrain:	52kWh battery, 1x electric motor, 148bhp	43kWh battery, 1x electric motor, 166bhp
0-62mph:	8.2 seconds	8.0 seconds
Test efficiency:	4.0 miles/kWh	4.7 miles/kWh
Official range:	245 miles	234 miles
Annual VED:	£195	£195

RENAULT 4 vs FORD P

Brands take different routes to reach the same EV destination

THERE are two distinct routes that car makers can take to electrify their model line-ups. Depending on time frames and cost, some companies have been able to create bespoke EV platforms, with scalable tech that can be adjusted to suit different requirements. That's the path Renault has chosen with the R4, a car that follows hot on the heels of the numerically larger, but physically smaller, 5 supermini.

As the Captur is to the Clio, so the 4 is to the 5, with its retro-inspired design adorning a larger SUV-style body that offers more space than the supermini's, but also features virtually identical technology on board.

The second option is to electrify an existing combustion-engined platform. While Ford offers dedicated EV tech in its line-up, it has gone down this route with the new Puma Gen-E, which is based on the firm's best seller, but without a trace of combustion power.

In both instances, these small SUVs aim to deliver a usable range and decent everyday practicality in a package that is priced at a comparable point to the petrol-engined alternatives. But which one delivers the best overall experience?

CONTENDERS

Renault 4

SINCE the Renault 5 took design inspiration from the company's back catalogue, the French firm couldn't really do anything else with the SUV variant. The 4 is longer than the 5 hatchback overall and also has a longer wheelbase, so it's better suited to family duties. Power comes from the larger 52kWh battery found in the supermini, while prices are competitive: they start from £27,000 for Evolution trim, while Techno (our pick) costs £29,000 and the top-spec Iconic model in our pictures is £31,000.

HEAD TO HEAD

ON THE ROAD

THE Puma is one of the best-handling small SUVs in petrol guise, and despite being around 200kg heavier, the Gen-E retains that car's fun character. In fact, the weight of the battery means it rides a bit more smoothly. It's not as comfortable as the Renault 4, though, which offers a soft edge that promotes cruising comfort. In terms of acceleration, there's not much in it, but the Puma feels punchier off the line.

TECH HIGHLIGHTS

THE Renault's cabin is carried over wholesale from the R5, so you get a modern-looking layout with plenty of tech and user-friendly details. It's a similar story with the Puma Gen-E, which features the same 12-inch touchscreen display as the petrol version, although as with that car, the screen's size and position mean that the steering wheel can end up obscuring some of the information nearest the driver.

PRICE AND RUNNING

BOTH cars are great value for EVs, and it's worth noting that the electric Puma costs less than some of the highest-spec versions of the petrol model. Efficiency was strong for both cars, but the Renault's figure of 4.0mi/kWh was eclipsed by the Ford's, at 4.7mi/kWh. It means that while the Puma has nearly 10kWh less of usable capacity, its actual driving range is similar to that of the Renault's, at just over 200 miles on test.

PUMA

Ford Puma Gen-E

WHILE the petrol Puma offers a few engine choices and trim options, the Gen-E line-up has been kept simple. There's just one powertrain, comprising a 53kWh battery (43kWh of which is usable) and a 166bhp electric motor that sends power to the front wheels. There are only two trim options, with the Select model coming in at five pounds under £30,000 and the higher-spec Premium costing £2,000 extra. However, even the base model tested here comes with a generous list of kit.

ELECTRIC RIVALS
The Renault 4 takes inspiration from the original R4 from 1961, while the Gen-E is adapted from the internal-combustion Ford Puma that was introduced in 2019

PRACTICALITY

THE Renault 4 is shorter than the Puma but has a longer wheelbase, while a wider cabin and taller roof mean it feels more spacious for back-seat passengers. A very low load lip is another benefit that the Renault carries over the Ford, but the Gen-E has the greater overall volume courtesy of its Gigabox, which is bigger than the petrol Puma's Megabox. Surprisingly, the Ford also has under-bonnet storage – the Renault doesn't.

SAFETY

THERE are four-star Euro NCAP safety ratings for both cars here, with the Puma's score being carried over from the petrol version. On the R4, kit such as a door-opening warning and rear pedestrian-crossing alert when reversing are available solely on the top-spec version. The Puma only offers the latter, plus front parking sensors, adaptive cruise and blind-spot detection as part of a £950 Advanced Driver Assistance Pack.

OWNERSHIP

WARRANTY coverage is only average for the Puma, with a typical three-year/60,000-mile plan offered, although it can be extended at extra cost. For the Renault 4 there is four years and 100,000 miles of cover. As for servicing, intervals are every 24 months for both cars, although the Renault has an 18,000-mile limit. Ford includes the first five years of servicing in the price of the Puma to help reduce costs even further.

WHILE the styling of the Renault 4 E-Tech harks back to the basic-but-big-selling budget model of the sixties and seventies, this small SUV is as modern as they come under the skin. It shares much with the Renault 5 electric supermini, but offers more space to make it a more practical alternative.

ENGINES & PERFORMANCE 4.2/5★

THE R4's AmpR Small platform is the same as the one found under the R5, but at 4,144mm there's an extra 222mm of overall length, while the wheelbase has been increased by 84mm (to 2,624mm) to create more space inside. Power for the Renault 4 comes from the larger 52kWh battery and 148bhp electric motor set-up from the R5, while front-wheel drive is the only configuration that's offered.

Performance is decent, with a quoted 0-62mph time of 8.2 seconds. That's on par with the Ford Puma Gen-E, which does the same benchmark sprint in eight seconds exactly, according to Ford's figures, although the Renault's power delivery doesn't feel quite as sharp as the Puma's off the line.

DRIVING 4.5/5★

A SOFTER suspension set-up than the R5 supermini means the Renault 4 is geared more towards delivering comfort.

AROUND TOWN While the Renault 4 is pitched as a small SUV, it feels more like a supermini at lower speeds. There's a relatively low-slung driving position, but the flat bonnet ahead of you allows you to position the car easily. The steering is quick and responsive, too, albeit with little feedback through the wheel's rim. The electric powertrain is quick enough to react for most situations, and the car easily keeps pace with traffic. One minor point is that you need to be deliberate with your actions when selecting between Drive and Reverse with the column-mounted selector – we found it often chose neutral if the driver used the stalk lightly.

The R4's suspension set-up is softer than the R5's, so comfort is improved, although smaller bumps can still be felt in the cabin. One new addition to the R4 is the option of one-pedal driving. This is selected using the steering-wheel paddles (it's the strongest of four recuperation strengths that are available) and offers a smoother alternative to using the pedal on its own. When you apply the brakes, the transition between energy recovery and the actual discs and pads can be a little inconsistent and jerky at times.

A & B-ROADS At higher speeds the soft edge to the R4's ride means it delivers decent comfort, but this doesn't come at the expense of handling. There's more body roll than in the R5 courtesy of the softer set-up and the car's additional weight, but in relative terms the R4 is still a light EV, and there's plenty of grip on offer. But passengers might not appreciate being thrown around, so we think a more relaxed approach is the better option.

While there are Normal, Sport and Eco drive modes, we'd avoid the latter unless you're really short on range – you end up compensating for a lack of response by pressing the throttle harder, which will cancel out any benefits that Eco mode might otherwise deliver.

MOTORWAY At higher speeds the Renault 4 remains a comfortable car, with just a hint of bounce over expansion joints. There's very little wind noise, too, but the throttle response is slightly dull at higher speeds, so you can't accelerate quite as hard at the national limit as you can at lower speeds.

RANGE & RUNNING COSTS 4.6/5★

ONE crucial selling point of the Renault 4 is its starting price; at £27,000, it costs £4,000 more than the entry-level Renault 5 in Evolution trim, but it actually matches the price of the R5 powered by the 52kWh battery. With that battery, the R5 is in Techno spec and it'll cost £29k to have the R4 in the same trim.

EV RANGE/ BATTERY/CHARGING The Renault 4's extra size relative to the R5 has only slightly dented the overall range. Officially, the R4 can cover up to 247 miles between charges – just five miles short of what the R5 can achieve.

We tested the 4 during the summer's third heatwave on a variety of roads, including plenty of motorway work, and during that time we saw the trip computer post a return of four miles per kWh exactly. That's a decent result, although not when compared with the Ford Puma Gen-E we tested at the same time, which managed 4.7mi/kWh. The Renault's saving grace is an additional 10kWh of usable capacity, which translated into a range of 208 miles at the figure above. That means an extra six miles of range is on offer between charges.

At 100kW, the Renault 4's charging speeds are comparable to its closest rivals', and identical to those of the Ford Puma Gen-E and the various Stellantis compact SUVs, plus marginally quicker than the MINI Aceman's.

One feature that the Renault 4 offers is vehicle-to-load capability. This means you can plug an adaptor into the car that allows you to charge external devices such as a cool box. The power source is rated at 3.7kW.

TAX The R4's all-electric powertrain helps keep running costs low for business users,

> "A SOFTER SET-UP THAN THE 5 MEANS THE R4 IS GEARED TOWARDS COMFORT OVER AN ENTERTAINING DRIVE"

RENAU

Like the Renault 5 but want more

RENAULT
HT25 PCX

MODEL TESTED:
Renault 4 E-Tech Techno

PROS

- More practical than Renault 5 E-Tech
- Competitive pricing next to rivals
- All models have decent kit

CONS

- Maximum DC charging is 100kW
- Column shifter can be irritating
- No air vents for back seats

TESTER'S NOTE

THE Renault 4 draws design inspiration from the firm's back catalogue, but the E-Tech model is light years ahead in terms of quality. While the dash layout is identical to the R5's, the separate climate controls and stubby infotainment stalk positioned lower down on the steering column will be familiar to anyone who has driven a modern Renault.

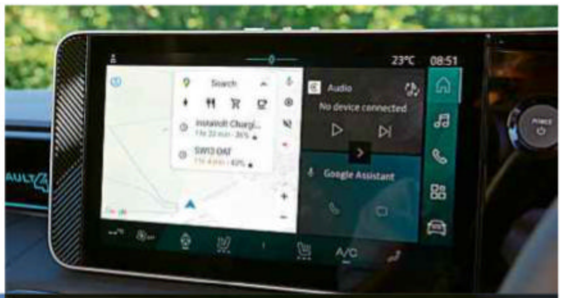
It does mean the right side of the steering wheel is a little busy, with the infotainment control, the wiper stalk and drive selector all closely packed together.

Dean Gibson
Senior test editor

LT 4

e room? The 4 might be fab for you

FEATURES
Infotainment screen is nearly two inches smaller than the Puma Gen-E's; digital instruments are clear; seats get more padding than the Renault 5's, so are comfier



000
READY
Fasten belt
or switch off
135

> **"PERFORMANCE IS DECENT, WITH A 0-62MPH TIME OF 8.2 SECONDS. THAT'S ON PAR WITH THE FORD PUMA GEN-E"**

while road tax isn't affected by the £40,000 luxury car tax premium. You will still have to pay the standard £195 rate of annual vehicle excise duty (VED), because EVs are no longer exempt from the charge.

INSURANCE There are three versions of the Renault 4, but they only fall into two insurance groups. The base Evolution car is in group 28, while the Techno is in 27 (likely because front parking sensors are added) and the flagship Iconic is also in group 28. These groups are all a little high, especially when you consider that the Puma Gen-E is in groups 18 and 19.

DEPRECIATION Residuals in the mid-50s per cent range are pretty good for a small electric SUV. The Puma Gen-E and Aceman are slightly lower in the 48-51 per cent ballpark, depending on spec, while the Renault 5 has residuals of just under 50 per cent.

INTERIOR & TECHNOLOGY 4.6/5★

FROM the modern-looking Scenic and the neat facelifts of the Clio and Captur, to the retro-modern charm of the 5, there is plenty of good styling coming out of Renault at the moment, and the R4 is set to be another hit.

DESIGN Things start to look very familiar inside, because while the Renault 4's exterior looks unique, the interior design is lifted wholesale from the Renault 5. While we'd often cry out for a little more individuality between two models that look so different on the outside, the R5's fantastic cabin is a pretty strong starting point. There are some new materials – we're fans of the denim-like upholstery offered in mid-spec Techno trim – while the seats themselves are slightly softer than the R5's thanks to different padding.

QUALITY Drivers get a funky-looking dash, which feels as expensive as anything else in the class, and has been designed with some genuine thought to usability. There are harder plastics in places, but the fake leather trim on Iconic models boosts the feeling of quality, and the grid-style pattern for the headlining is a neat addition.

TECH AND INFOTAINMENT The climate controls take the form of a bank of physical switches: a panel that is used in a range of other Renault and Dacia models that's simple and easy to use.

Those who find modern driver-assistance features a little irritating can engage as few or as many as they choose with a double press of a programmable button to the side of the steering wheel. This is still among the most intuitive workarounds of the regulations that mandate these systems must always turn on when the car is started.

When a reversing camera is fitted, the feed looks quite low-resolution on the screen when compared with the crisp graphics that are used the rest of the time. The image also moves from side to side with the steering, although it's not as pronounced as the movement of some other set-ups we've tried.

PRACTICALITY 4.3/5★

MUCH like the Renault Clio and Captur, the Renault 4 takes the basic formula of the R5 and delivers more space in an SUV-style body.

FRONT SPACE Overall, the Renault 4's cabin is a pleasant place to be. The layout is easy to get along with and the seats are comfortable, while there's a wide range of wheel and seat adjustment on offer.

One minor gripe is that the column-mounted gear selector is a little easy to confuse with the wiper stalk when parking, causing some inadvertent windscreen swipes rather than a change in direction. The rear quarter windows are fairly useless, so there's a reasonable blind spot over the shoulder. On the plus side, the squared-off bonnet helps with positioning the front of the car in tight spots.

REAR SPACE The Renault 4's extra length and stretched wheelbase transform the second row from one that's a bit of a squeeze for adults in the R5, to a space that's quite easily usable – there's much more room here than in a MINI Aceman or Ford Puma. Thanks to a soft centre seat, it'll even hold three people fairly comfortably on short trips.

It's still not quite perfect, though. Headroom is merely okay, foot space under the front seats is tight, and the flat floor is a little high relative to the seat base, which makes the bench slightly short on under-thigh support. Still, if the Renault 5's tight rear quarters don't appeal to you, then the R4 is enough of an improvement to be an ideal alternative.

BOOT SPACE With a capacity of 420 litres, the R4's boot is very spacious for a car in this class. Renault has given a genuinely practical nod to the original 4 by making the opening as low as possible, similar to an estate's.

There's a 55-litre space for charging cables beneath the main load area, and the false floor is split into two, so it's a little easier to reach in there if the boot is already packed with other stuff. Unlike some rivals, the R4 has no storage under its bonnet.

RELIABILITY & SAFETY 4.2/5★

GIVEN that the Renault 4 shares so much with the Renault 5, it should come as no surprise to

INTERIOR

The dash is lifted from the R5, which is a good thing in our book, and the build and material quality are both decent

REAR SEATS

An extended wheelbase over the R5 means the R4 has more room in the back than the Puma Gen-E, but footspace below the front seats is a little tight and there isn't much under-thigh support

TESTER'S NOTE

EUROPEAN safety legislation mandates that a new car's speed-limit warning system must be active every time you start a car. But we know from experience that these can be intrusive to the point of irritation.

Renault makes it easy to set up the R4's systems with the touch of a button. The My Perso mode can be configured via the touchscreen, then all you need to do to have the warning systems set up the way you like them is to press the My Safety button on the dash twice and that's that. Until you start the car again, of course.

Dean Gibson
Senior test editor

PRACTICALITY

The R4 follows its forebear by having an estate car-style tailgate. That means there isn't much of a lip when loading the 420-litre boot, while the false floor is divided in two, making it easier to access the 55-litre space for charging cables

> **"THERE IS PLENTY OF GOOD STYLING COMING OUT OF RENAULT, AND THE R4 IS SET TO BE ANOTHER HIT"**

learn that it earned the same four-star Euro NCAP rating as the supermini.

As with that car, the score was pegged back by the lack of a centre airbag between the front seats, plus the fact that the dashboard couldn't demonstrate the same level of protection for occupants of different sizes.

WARRANTY 4.2/5★

ALL of Renault's EVs come with a four-year powertrain warranty on top of the standard three years of cover for the rest of the car, and there's a mileage limit of 100,000 miles.

SERVICING 4.2/5★

RENAULT offers a three-year service plan that works out at £396 in total, although it's worth noting that the R4's service intervals are every 24 months or 18,000 miles.

WHILE Ford fast-tracked the Explorer and Capri to market by tapping into Volkswagen's EV expertise, the Puma Gen-E is a pure Blue Oval product. It's the company's smallest electric model and is based on the big-selling petrol version, but with a few key changes. There are just two variants in the line-up – Select and Premium – and they are priced at £29,995 and £31,995 respectively.

MOTOR & PERFORMANCE 4.2/5★

THERE'S just one powertrain option offered in the Puma Gen-E, which comprises a lithium-ion battery with a usable capacity of 43kWh, and a 166bhp/290Nm electric motor that sends drive to the front wheels.

Ford has done a good job of packaging the electric drivetrain within a bodyshell that was originally designed for combustion engines. Visual clues to the Gen-E include the smoothed-off front bumper and white Puma lettering on the tailgate, while the black housing for the car's drive battery hangs below the sills – the Gen-E has 129mm of ground clearance as a result, which is 34mm less than the petrol car.

Kerbweight has increased by 195kg to 1,563kg, compared with 1,368kg for an EcoBoost auto-equipped model, but the Gen-E's output places it just behind the 168bhp Puma ST Powershift, with a 0-62mph time of eight seconds exactly – 0.6 seconds behind the performance flagship's figure.

DRIVING 4.3/5★

WITH extra weight to haul around, the Gen-E can't match the standard Puma for driving fun, but it's still an entertaining small SUV, and there's a bit more comfort in the mix, too.

AROUND TOWN The Puma Gen-E combines the agile handling and responsive steering of the petrol model with the instant responses of an electric powertrain. Combine this with compact dimensions and decent visibility, and overall the Gen-E is well suited to the cut and thrust of urban driving, although the ride will be a little on the firm side for some.

An interesting omission is the lack of a handbrake. Instead, the parking brake is only activated when you press the button on the end of the drive selector (located on the right-hand side of the steering column). To prevent the car rolling at other times, auto-hold is fitted and operates as standard. We found it a little jerky when engaging or disengaging, which can make low-speed manoeuvring in tight spaces rather awkward.

One-pedal driving is available, but unlike in some rivals, it's fiddly to access via the touchscreen. There's also an 'L' mode that's selected via a button on the drive selector. This delivers the braking strength of the one-pedal setting, but without seeing the car come to a complete halt.

A & B-ROADS One area where the petrol Puma impresses is with its handling on twistier roads, and the Gen-E follows the same formula. There's a bit more weight to contend with, but it's set low in the chassis and body roll is kept in check reasonably well. There's lots of grip, but when the Puma does reach the limit, it is neutral with a bias towards understeer.

Selectable drive modes include a Sport setting that further sharpens acceleration, as well as changing the colour of the dashboard highlights. Slippery and Eco settings are also available. The latter dulls the car's response and restricts the climate control, too.

Separate from the drive modes is a sound generator for those that need some audible connection with the powertrain. Ford has come up with an interesting sound that has hints of the EcoBoost three-cylinder growl, but becomes more electronic the faster you go.

MOTORWAY Perhaps the biggest change with the switch to electricity is a improvement in the Puma's high-speed refinement. There's next to no wind or road noise in the Gen-E when travelling at the motorway limit, while the softer edge to the ride improves comfort, too.

Throttle response at higher speeds is good – in many small EVs the powertrain can run out of steam the faster you go, but the Puma still delivers quick reactions when needed.

RANGE & RUNNING COSTS 4.5/5★

A SUB-£30,000 list price means the Puma looks attractive, but while it has a small battery, excellent efficiency makes best use of the capacity that's available.

EV RANGE/ BATTERY/CHARGING The Puma Gen-E has a 53kWh battery that's on a par with the likes of the Renault 4 and Stellantis's small SUVs, but only 43kWh of its capacity is available for driving. That's quite a significant amount left in reserve, but thankfully the Ford has efficiency on its side.

We tested the Puma Gen-E at the height of summer in 30-plus degree heat, and yet a return of 4.7 miles per kWh is among the best figures we've seen from any EV, and clearly ahead of the Renault 4 that we pitched it against, at 4.0mi/kWh.

Even a longer stint of motorway driving couldn't shift the average below 4.4mi/kWh, while figures in the 5-6mi/kWh range were easily achieved at urban speeds. The fact the Puma Gen-E manages this without compromising its driving ability makes the figures even more impressive. The small

FORD P

Big-selling crossover is now avai

HEADER
The Gen-E handles well and the EV's extra weight is low in the car, so body roll is minimised

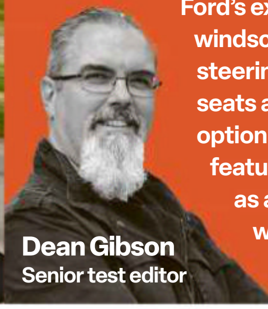
MODEL TESTED:
Ford Puma Gen-E Select

PROS	CONS
Excellent efficiency from EV powertrain	Slow DC charging speeds offered
Vast boot for a relatively small car	Auto hold function can be jerky
Entertaining drive remains intact	Rear seats are on the small side

TESTER'S NOTE

IT'S one thing testing electric cars in the summer months, but in winter, colder temperatures will take a chunk out of the Puma's driving range. Ford mitigates against this by fitting the Gen-E with a heat pump as standard, which is surprising because it's an option on the pricier Explorer and Capri.

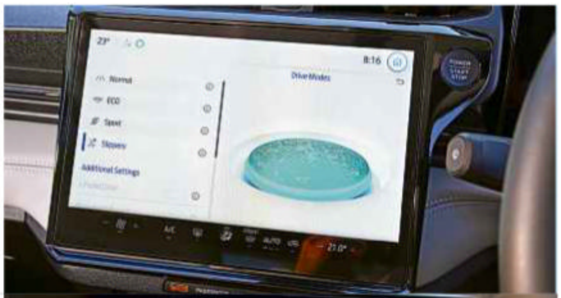
The Puma also comes with Ford's excellent Quickclear windscreen, but a heated steering wheel and front seats are part of a £350 option pack. Most rival EVs feature these as standard as a quick way to get warm.

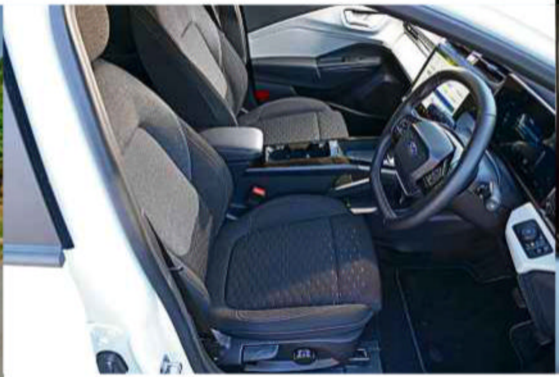


Dean Gibson
Senior test editor

UMA GEN-E

lable as an EV. Does it have the measure of the R4?





> "WITH ITS EXTRA WEIGHT, THE GEN-E CAN'T MATCH THE ICE PUMA FOR DRIVING FUN, BUT IT'S STILL ENTERTAINING"

battery means a range of 202 miles at the rate we achieved on test, but that's a similar distance to that posted by less efficient rivals with larger usable packs.

Charging speeds are a little disappointing, with a maximum rate of 100kW on offer. That's the same as the figure achieved by the Renault 4/5, and means the Puma can go from 10-80 per cent capacity in 23 minutes when plugged into a powerful enough DC source.

TAX Low list prices mean that the Puma Gen-E will be a cheap company car to run, with lower-rate taxpayers facing annual bills of less than £200 for either model. However, the Renault 4 is even cheaper still. Road tax for the Gen-E is the same as that for the standard Puma (£195) since EVs now pay it at the same rate as any combustion-engined car.

INSURANCE The Puma's sheer numbers mean that parts availability is good, although the Gen-E is in groups 18 and 19, with only the high-performance Puma ST sitting higher. That's still a pretty good group rating, though; electric versions of the Peugeot 2008 and Vauxhall Mokka sit in group 22 and higher, while the Renault 4 is in groups 27 and 28.

DEPRECIATION The Puma's high sales figures mean that residuals are only average, but the Gen-E performs a little better than the petrol versions. While the EcoBoost models are in the 48-50 per cent range, the electric versions match the best performers. In comparison, the hot Puma ST retains 54 per cent.

INTERIOR & TECHNOLOGY 4.2/5★

A SLIGHT design refresh marks the Gen-E out from the petrol versions of the Puma.

DESIGN With the demise of the Fiesta, it's down to the Puma to fly the flag for Ford's small cars, and as a result it has become a common sight on UK roads. That's no bad thing, because its compact dimensions and tight proportions mean it looks smart. The Gen-E adds a smoother nose up front and machined alloy wheels that appear as if they should boost efficiency, but overall the styling remains unchanged.

Inside, the big updates are to the centre console, where a new split-level design is used. The drive selector has moved to the steering column – as with Ford's other EVs, the Gen-E has its indicators and wipers on a single stalk to the left of the wheel.

QUALITY The Gen-E feels just as well built as the petrol Puma, with harder plastics lower down in the cabin that feel sturdy, plus leather-effect trim on the dashboard for a more premium feel. One gripe we have is that the new centre console is finished in gloss-black plastic, which feels as if it will pick up scratches easily.

TECH AND INFOTAINMENT The most recent update to the Puma introduced a dashtop sound bar, similar to the set-up found in the Explorer and Capri. It comes with B&O branding on the higher-spec Premium model.

As with a number of newer Fords, the Puma's touchscreen features the climate controls as a permanent fixture across the bottom of the display. They're easy enough to use on the move, while the middle button is a shortcut to the main climate screen for air-vent controls, although the three-stage Auto setting is effective enough to use on its own.

PRACTICALITY 4.5/5★

IT'S small, but the Puma packs a lot of usable space within its compact dimensions.

FRONT SPACE A high centre console divides the Gen-E's cabin more than in the petrol Puma, while the car's narrow body means it feels more snug than in some rivals. There's plenty of wheel and seat adjustment, though, so it's not cramped, while the door bins are a decent size, but a little awkwardly shaped.

There are trays on the top and bottom of the centre console with wireless charging above and sockets below, while most of the cabin controls are on the touchscreen – only a volume knob and switches for the hazard lights, drive modes and windscreen demister remain.

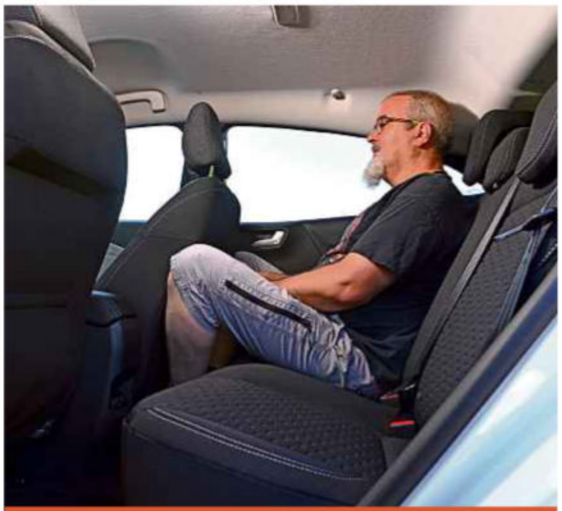
REAR SPACE It's in the back where the biggest compromises are to be found with the Puma's interior layout. However, it's worth noting that the Gen-E demands no bigger compromises than the petrol model.

Knee and headroom are both tight, while sitting three-up in the back will be cramped – the rear bench is too narrow to allow enough space for an armrest to fold out of the centre seat. The small rear windows add to the claustrophobic feel, while hard plastics on the doors make it feel spartan – there are no air vents, just two USB-C sockets.

BOOT SPACE What the Puma loses in passenger space it makes up for with a vast boot. The main space looks pretty average, but lift the floor and you're greeted by the GigaBox. It's the same concept as the MegaBox in the standard petrol-powered car, being a plastic recess with a drain plug, but at 145 litres, it's 65 litres larger. The Puma's load lip is on the high side, while we're still not fans of the rather flimsy fabric load cover that comes as standard on all Pumas.

INTERIOR
The biggest update for the Gen-E over ICE Pumas is the new split-level centre console

REAR SEATS
Head and legroom are at a premium in the back, but it's no worse than petrol-powered Pumas. The bonus is a larger boot capacity



TESTER'S NOTE

FORD isn't shy with rolling out special editions, and new on the lists is the Puma Gen-E Sound Edition. This provides enhancements to the cabin audio, while exterior upgrades include grey 18-inch alloys, an exclusive Metropolis White option, plus a black roof and door mirror caps. Inside, there's an enhanced version of the Premium model's 10-speaker B&O sound system, while the Winter Pack and Advanced Driver Assistance packs are added. It's priced from £34,295, a £2,300 jump over Premium trim.

Dean Gibson
Senior test editor

STORAGE
Gen-E's 556-litre boot trumps the R4's by 136 litres, which include the 145-litre GigaBox (above, left) under the boot floor. The EV also features a 43-litre 'frunk' under the bonnet, while the R4 does without

> "WITH THE DEMISE OF THE FIESTA, IT'S DOWN TO THE PUMA TO FLY THE FLAG FOR FORD'S SMALL CARS"

RELIABILITY & SAFETY 4.5/5★

EURO NCAP's four-star score for the petrol Puma also applies to the Gen-E, while the optional Advanced Driver Assistance Pack (£950) must be added if you want 360-degree cameras, front parking sensors, adaptive cruise control and blind-spot detection.

WARRANTY 4.0/5★

FORD'S three-year/60,000-mile warranty is pretty average these days, although you can pay to extend cover up to five years and 100,000 miles. The Gen-E's battery is covered for eight years or 100,000 miles.

SERVICING 4.5/5★

THE Gen-E gets a five-year Ford Protect service package. This covers the first two services and adds roadside assistance for the duration. ▶

PRICES AND SPECS

	RENAULT 4	**FORD PUMA**
Our choice	Renault 4 Techno	Ford Puma Gen-E Select
Price of our choice/price as tested	£28,995/£30,995	£29,995/£29,995

POWERTRAIN AND PERFORMANCE

Powertrain	1x electric motor	1x electric motor
Power	148bhp	166bhp
Torque	245Nm	290Nm
Transmission	Single-speed/FWD	Single-speed/FWD
0-62mph/top speed	8.2 seconds/93mph	8.0 seconds/99mph
Battery capacity/usable	52/52kWh	53/43kWh
Official range	245 miles	234 miles
Test efficiency/range	4.0mi/kWh/208 miles	4.7mi/kWh/202 miles
Charging	100kW (15-80% in 30 mins)	100kW (10-80% in 23 mins)

DIMENSIONS

Length/wheelbase	4,144/2,624mm	4,313/2,588mm
Width/height	1,808/1,572mm	1,805/1,555mm
Rear knee room	560-810mm	605-855mm
Rear headroom/elbow room	950/1,400mm	848/1,381mm
Boot space (front/seats up/down)	0/420/1,405 litres	43/556/1,283 litres
Boot length/width	825/995mm	725/1,000mm
Boot lip height	607mm	765mm
Kerb weight/towing weight	1,462/750kg	1,563/750kg
Turning circle	10.8 metres	10.5 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£16,248/52.42%	£15,126/50.43%
Depreciation	£12,747	£14,869
Insurance group/quote/VED	27/£576/£195	19/£663/£195
Three-year service cost	£396	£0 (5 years)
Annual tax liability std/higher rate	£174/£347	£180/£359
Annual fuel cost (10k miles)	£643	£547
Basic warranty/recovery	4yrs (100,000 miles)/3yrs	3yrs (60,000 miles)/3yrs
Driver Power manufacturer position	6th	23rd
NCAP Adult/child/ped./assist/stars	79/85/73/68/4 ★ (2024)	75/84/70/69/4★ (2022)

EQUIPMENT

Metallic paint/wheel size	£650/18 inches	£800/17 inches
Parking sensors/camera	Front & rear/yes	Rear/yes
Spare wheel/Isofix points	Repair kit/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/no	Keyless go/no
Leather/heated seats	No/no	No/£350
Screen size/digital dashboard	10.1 inches/yes	12 inches/yes
Climate control/panoramic sunroof	Yes/no	Yes/£1,100
USBs/wireless charging	Four/no	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	No/yes	£950 pack/yes
Adaptive cruise/steering assist	Yes/yes	£950 pack/yes

WHAT WE WOULD CHOOSE

RENAULT Paint choices are the only extras available on the R4. Carmin red is the only standard colour, while a black contrast roof costs £400 extra. Choose that option and you can also add a black bonnet for another £100.

FORD Options are reasonably priced, and we'd definitely add the Winter Pack (£350) for the heated seats and steering wheel. Larger 19-inch alloys are available for £500 on Premium trim, but these are likely to spoil the ride.

INFOTAINMENT

23°C 08:54
Electric
Hands-free Park Assist
Air quality
MULTI-SENSE ECO
My Driving
Driving assistance
Vehicle
Settings
Configure
A/C

Renault 4 E-Tech 4.5/5★

OPENR-LINK
KEY FEATURE: GOOGLE MAPS NAVIGATION

THE R4 uses the same infotainment set-up as the R5, and it's comfortably among the best in the small SUV class. The Google-based system looks great, loads quickly and is easy to figure out, while there are plenty of functions to choose from via the sharp-looking touchscreen.

Route planning shows the estimated battery percentage left at the end of a trip, and can pre-condition the battery if you're navigating to a charging station – ensuring the charge speeds are at their best when the car arrives.

Normal
Eco
Sport
Slippery
Additional Settings
1-Pedal Drive
Drive Modes
A/C
AUTO
21.0°

Ford Puma Gen-E 4.5/5★

FORD SYNC | KEY FEATURE: 12-INCH TOUCHSCREEN

THE Puma's 12-inch display looks vast, and the sharp graphics and quick responses mean it's a pleasant enough system to use. The home screen is split into three sections and is fine to use this way, or you can select one function to take up the whole screen – although there's still a side bar that allows you to flip between functions.

There's a home button in the top-right corner of the display to get you back, but the screen's sheer size means it's a little lost in the pale blue background that Ford uses.

> **"THE PUMA'S DISPLAY LOOKS VAST, AND THE SHARP GRAPHICS AND QUICK RESPONSES MEAN IT'S PLEASANT TO USE"**

RESULTS

WINNER ★★★★½

Renault 4 E-Tech

AUTO EXPRESS
ROAD TEST WINNER
JULY 2025
★★★★½
Renault 4 E-Tech

WHAT you're looking at here are possibly the two best small electric SUVs currently on sale, and choosing a winner is a tough call. However, we think that the Renault 4 has an advantage over the Ford, courtesy of its extra passenger space and slightly longer range.

The striking retro-inspired looks help the R4 to stand out from the crowd, while the user-friendly touchscreen tech is easy to live with and the boot offers a useful amount of space. We'd like to see faster DC charging, and rear space is still a little compromised, but overall the Renault 4 is a great small electric SUV.

INTERESTED? Scan the code to spec a new Renault 4 and get offers

RUNNER-UP ★★★★☆

Ford Puma Gen-E

FANS of the petrol Puma won't be disappointed with the electrified version. The battery's extra weight hasn't impacted the handling too severely, and has actually boosted comfort a little, while no compromises have been made in terms of passenger or boot space. That does mean the back seats are still a little on the small side, but if you regularly travel two-up, then this won't be an issue.

Most impressive is the efficiency that the Puma returned on test, which made up for the relatively small battery. Add in competitive pricing, and the Gen-E deserves to sell well.

INTERESTED? Scan the code to view new Puma Gen-Es available to buy

FORD PUMA BEST FOR: Efficiency. Even with some fast motorway work, we didn't see the Puma's trip computer dip below four miles per kWh during our time with it.

RENAULT 4 BEST FOR: Practicality. There's more room in the back of the R4 when compared with the Puma, while boot space is on a par and boosted by the low load lip.

EJ25 HGX
HT25 PCX

ON LOCATION

Senior photographer Pete has used the Peugeot 5008 to get to photoshoots, including taking shots of a BMW iX and Lotus Eletre for a road test (Issue 1,891)

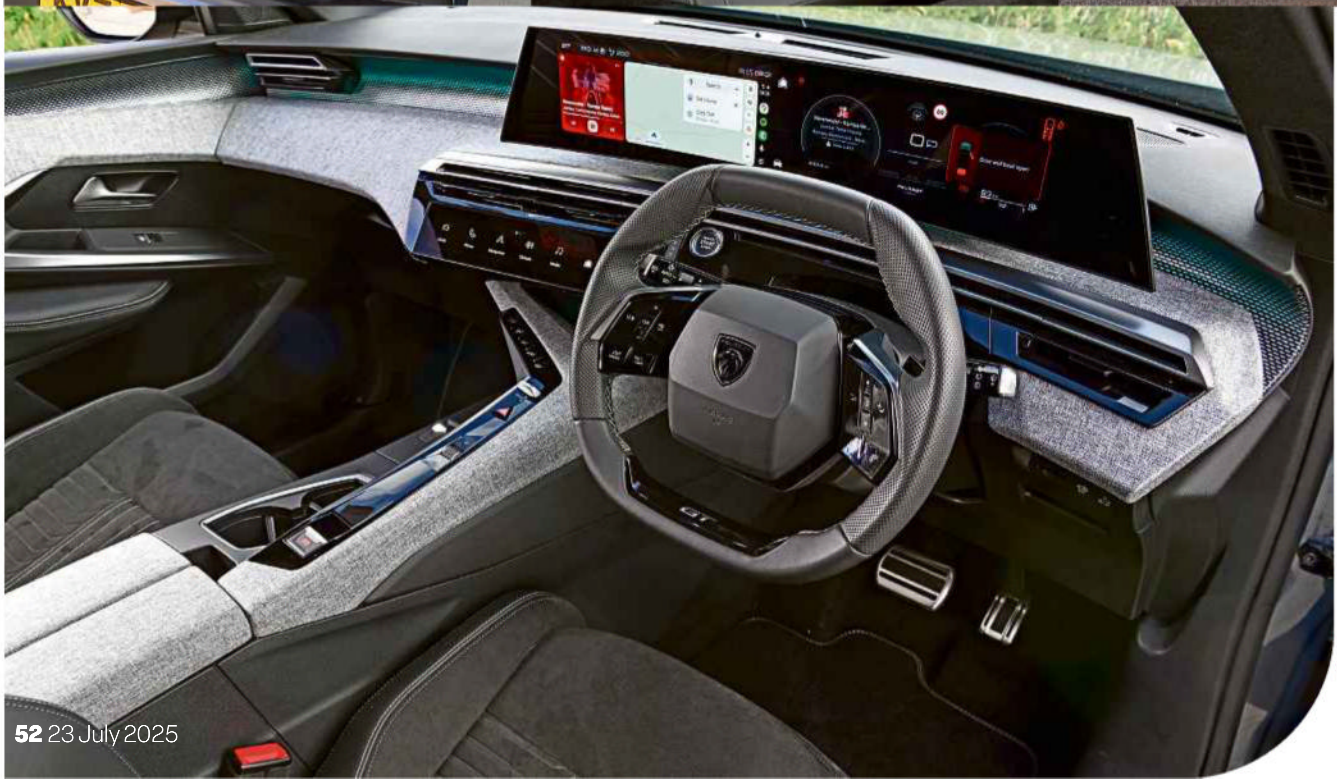
PROS

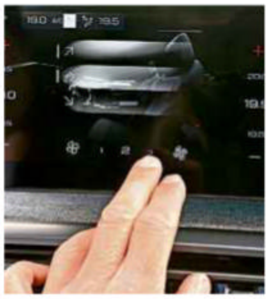
- Luxury feel to the interior
- Good economy from hybrid system
- Plenty of space for my kit

CONS

- Dashboard won't be to all tastes
- Annoying locking beep
- Noisy under hard acceleration

Pete Gibson





DASHBOARD

Interior feels much more upmarket that the price would suggest. Many functions, such as the fan speed (above), are controlled by the touchscreen, which blends into the digital instrument cluster

MODEL TESTED:

Peugeot 5008 Hybrid 136 GT

On fleet since:	May 2025
Price new:	£42,770
Powertrain:	1.2-litre turbo petrol hybrid
Power/torque:	134bhp/230Nm
CO2/BiK:	131g/km/31 per cent
Options:	360-degree Vision & Drive Assist Pack (£600)
Insurance*:	Group: 24 Quote: £931
Mileage/mpg:	9,253/40.8mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

FIRST REPORT

PEUGEOT 5008

Plush seven-seat hybrid has effortlessly slipped into family life, plus being a photographer's workhorse

Pete Gibson

Pete.Gibson@autoexpress.co.uk

MY last long-term model, a Skoda Superb hatch, was pretty much the perfect car for my job, so any successor was going to have to be very special in comparison. As it turns out, the Peugeot 5008 I'm now running delivers the kind of luxury that is normally the reserve of plusher and far more expensive SUVs such as the BMW and Lotus seen above.

From first glance, the Peugeot's evolution in design is obvious. The latest 5008 has a strong look that I think puts it ahead of the latest 3008 coupé-SUV. The sharp headlights and grille deliver cleaner lines than the previous 5008, while the squared-off rear end means there's still enough space for a third row of seats. Overall, the brand has made the new model look high end, yet our GT-spec model only costs just over £43,000, which on looks alone seems very good value for money.

This isn't the first Peugeot SUV I've taken custody of, because I also ran a previous-generation 3008 a couple of years ago. I thought that car was pretty plush, but it's not a patch on the latest 5008. Not only does the newer model have more space, but the luxury materials and bold design give it added appeal. Peugeot's i-Cockpit layout isn't to all tastes, but it's a bold-looking thing with plenty of sharp graphics on display.

The 21-inch high-definition touchscreen looks fantastic in its position set high on the dash. It has a premium BMW look to it, while an LED lightbar illuminates a printed aluminium alcove on the passenger side of the fascia. This wraps around into the doors and feels very Mercedes-like in its execution, which to me isn't a bad thing at all.

One highlight of the touchscreen system is the secondary control panel below the main display. This has shortcuts for all of the major functions – navigation, climate, phone and so on – which makes menu selection easy. But I think Peugeot has missed a trick, because while the lower display is used to pick different functions, you then have to move back to the main screen to operate them. It feels like the process could be simplified by having the lower screen switch to the option you've chosen, leaving the main display on another setting.

The 5008's overall cabin design is great, however you may still struggle to see all of the information on the i-Cockpit digital dials. As with the previous 3008 and 5008, your view of the high-set driver's display is helped by a small steering wheel, but it still blocks a little section across the bottom of the screen. I've set my driving position higher, but I still can't see some details. I'm only five feet eight inches in height, so taller people may not notice this issue, but others who have driven this 5008 say it's a lot better than the previous model.

The fact that the 5008 has a third row of seats could be helpful for family outings, but we're yet to really use them. The two seats seem OK for space, but will probably be better for shorter runs or smaller people. Access is good, though, with the middle row of seats folding forward a long way to improve access.

With the third row down, the boot capacity is very useful. My camera gear and cleaning kit take up plenty of space inside, but the Peugeot has a decent layout, plus a deeper section behind the rearmost row where you can store things away from prying eyes – it's also very handy for me to sit in when we're doing car-to-car photography.

On the road, the 5008 has proved to be a comfortable cruiser. I had reservations about such a big car coming with a 1.2-litre three-cylinder engine, but so far the hybrid system seems to be managing well. The car is really good on motorways, with strong refinement, but even under normal acceleration in town, there can be quite a bit of noise.

There's also a noticeable step when braking as the system swaps between energy recovery and the Peugeot's physical discs and pads. The steering is very light, meanwhile, but that does mean the car is easy to manoeuvre.

VERDICT ★★★★☆

OVERALL, I've been very impressed with the 5008 since its arrival. It's spacious, has plenty of practical touches and is comfortable for long trips, so the Peugeot ticks all of the right boxes so far. It's proving to be reasonably efficient, too, so is fitting right into the Gibson household, as well as its main role as a photography workhorse.

> **"THE 5008 DELIVERS THE KIND OF LUXURY THAT IS NORMALLY THE RESERVE OF PLUSHER AND MORE EXPENSIVE SUVs"**

THIRD REPORT

CUPRA TAVASCAN

Dawn Grant

Dawn.Grant@autoexpress.co.uk

MY husband and I have been living with the Cupra Tavascan for just over six months now, and while it isn't perfect, we have grown quite attached to it. We thought it was a stylish-looking car when it first arrived – and still do – but it's also proved to be more practical than you might expect from its swooping, coupé-style roofline.

Thanks to all the Cupra styling touches, it does look and feel like a premium car, no matter what you think of some of the more divisive features. However, there are a couple of things that jar, one being the window controls on the driver's door. There are only two switches, plus another button above them to swap the operation between the front and rear windows; it's only a minor detail, but irritating to live with, because it's easy to knock, and you don't want to look down while you're driving to check whether it's lit, which shows the rear windows will be moved rather than the front when you press the switch.

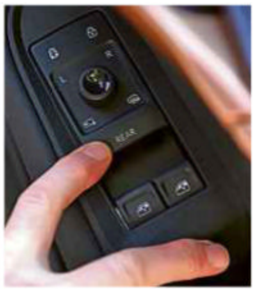
Although we were surprised by the lack of electric seat controls, this is only the case on our model's base V1 trim; they are standard fit on higher-spec versions. Everything else about the seats is good, though: adjusting them manually means it's simple to switch between our very different driving positions, and in keeping with the sporty Cupra brand, the firm has fitted ergonomic bucket seats, which are very comfortable even on longer journeys. We may have the basic black cloth-trimmed versions, but they look really smart, lifted by the copper insert and stitching; they have also proven easy to keep clean.

Although we've had a few admiring comments at the charge point about the car's sleek looks, it's the load-lugging capabilities that have really impressed us.

Not only has it transported our old carpet to the recycling centre, but when I had to clear two bedrooms at my Dad's flat for my nieces to come and stay, I could fold the rear seats down and fit a vast array of stuff in the square boot. The loading area is nice and wide, too, which helped with the odd shapes and sizes of the redundant household items. My husband also loaded up our 2m x 2m rug, although he did have to fold the front passenger seat down to accommodate that. I wasn't with him at that point, but could have comfortably fitted in the rear seat, if I'd needed to.

We've both really come to enjoy driving the Tavascan as well. The pedal still has a soft spot during braking, but we have both grown used to it, meaning it's less alarming than when we first took delivery of the car; in all other aspects, I feel confident driving the Cupra, finding the steering light and responsive.

Our road testers thought the car wasn't so smooth on the motorway, but my husband, who does most of the long-distance driving, has no complaints and said he'll miss the Tavascan when we have to give the keys back.



DETAILS
Dawn and her husband are fans of the suitably sporty buckets seats (left), but the electric window switches (above) are a pain in everyday use

> “WITH THE CUPRA STYLING TOUCHES, IT DOES LOOK AND FEEL LIKE A PREMIUM CAR, BUT A THERE ARE A COUPLE OF THINGS THAT JAR”

MODEL TESTED:

Cupra Tavascan V1

On fleet since:	December 2024
Price new:	£48,675
Powertrain:	77kWh battery, 1x e-motor
Power/torque:	285bhp/545Nm
CO2/BiK:	0g/km/3%
Options:	Winter Pack (£1,335)
Insurance*:	Group: 34E Quote: £1,348
Mileage/efficiency:	4,202/3.7mi/kWh
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Styling looks really funky
- Ride quality feels comfortable
- Cabin is not short of space

CONS

- Brakes don't inspire confidence
- Rear visibility is pretty poor
- No rear wiper fitted

Our electric SUV manages to perform an excellent double act, combining stylish looks with surprising practicality

ON THE ROAD
Dawn enjoys driving the Cupra, and it's easy for her and her husband to get comfy despite very different driving positions

VERDICT ★★★★☆

THE Tavascan looks great and certainly stands out from the crowd, but has also proved to be really practical, swallowing all sorts of loads without any problem. It's an easy car to drive, too, and the interior provides a great balance of sporty styling, practicality and comfort.

FLEETWATCH

BMW 530e

A RECENT late-night commute had me stopped at a level crossing, but imagine my surprise when I leant into the passenger footwell to grab my water bottle, and the left side of the car lit up.

This feature allowed me to easily find what I was looking for without emptying my whole bag. Better still, the on-demand illumination is seemingly disabled when you're driving, and deactivates when there's someone sitting beside you.

RICHARD INGRAM

VAUXHALL GRANDLAND

WE all know the high cost of buying an EV is outweighed by its low running costs. Now, courtesy of Ohme, I have a charger installed, and can reap all the EV benefits.

Even without an EV-specific tariff, the Grandland only costs around £14 to charge, giving me well over 250 miles of range. Given that the car costs similar money to a petrol mid-size SUV, it's a compelling package for thrifty buyers.

TOM JERVIS

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NEW NISSAN LEAF
EV trailblazer returns as an SUV

RENAULT SYMBIOZ REVEALED ULTIMATE GOLF GTI

NEWS

DETAILS Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom

GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND AGILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

ches out with all-new Leaf

norphed into a sleek and slippery rival for the VW ID.3 and Kia EV3

STYLING Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range

chic and sexiness," he said. "The [styling] of the Leaf is again very much shaped by bringing 604 kilometres [of range] to the customer within that price range."

Nissan has also sprinkled in plenty of nineties-inspired design details, harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-San' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage.

It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,350mm long, it's only around 50mm longer than the boxy Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ▶

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25 June 2025 11

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60 NEW PRODUCT POCHER KIT
Build your own Pagani

61 MINI TEST STARTER PACKS
Pair of power packages rated

62 PRODUCT TEST SUN SHADES
Keep your passengers cool

PRODUCTS

HOT KIT

Jennychem Hyper Wax

Price: £18.35 **Size:** 1 litre **Contact:** *jennychem.com*

IF you glance at social media occasionally, it's highly likely you've seen the adverts for Jennychem, the Kent-based company that is expanding rapidly in the car care world. Hyper Wax is its latest product, which is claimed to be able to add the gloss and protection of a wax coating to your paintwork with much less effort.

The grape-scented Hyper Wax fluid is said to contain hydrophobic polymers, which are applied to the car like a snow foam, through your pressure washer's detergent attachment. Jennychem says that, once the wax is applied, its ingredients mean water and dirt should bead off the surface.

Hyper Wax is designed to be applied after washing your car, while it is still wet, and it will create a snow-foam-like covering. This then makes it easier to see where it has been sprayed to avoid overuse and minimise any accidental application to glass areas.

After allowing the chemicals to bond for around a minute, the suds can be rinsed off and the car dried as normal with a cloth or chamois. Gently buffing the paint afterwards with a microfibre cloth should enhance the shine and water-repelling properties, which Jennychem claims will last for several months.

Hyper Wax costs £18.35 for a one-litre bottle, but the suggested dilution rates are 1 to 40 for regular use or 1 to 25 for initial applications, making it reasonably economical on a cost-per-wash basis.

The company will also supply the product in containers of up to 1,000 litres for industrial users.

JENNYCHEM
FORMULATED & MANUFACTURED IN THE UK
HYPER WAX
Gloss protective application with a hydrophobic polymer formula
Product Code: HYPERU

BOOKS

The Essential Book of Pickup Trucks

Fred Haefele (Bison Books, *amazon.co.uk/ nebraskapress.unl.edu*)
Price: £16.72 **Rating:** ★★★★☆

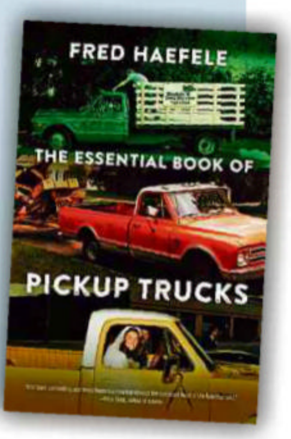
THE title might lead you to think this book is going to be a fact-file of workhorse vehicles, taking you through their history and describing the significant best sellers throughout the ages. Well, the models featured are significant, but mostly to the author. Fred Haefele's book is more of a memoir than anything else, giving you snapshots of his life through the 12 pick-up trucks he has owned over the years.

Haefele's colourful life has been lived working with trees and as a creative writing teacher. The former gives him plenty of material to write about in this book, and the latter means he knows how to tell a story in an entertaining way.

His bond with his trucks is something most old car owners will be familiar with, but it has a uniquely American touch – not to mention something of his own flair in giving them names like Flash, Jimi or Blue Dog.

The book is equal parts a love letter to the pick-up culture in the States and a treatise on (thankfully non-toxic) masculinity and purpose. The writing style won't suit everybody, but we found it enjoyable, if not as informative as the title might suggest. There are few photos though, so you'll need to spend time on Google to help visualise the trucks mentioned if you're not an expert.

As long as you're not expecting detailed road tests, production numbers or tables of compression ratios, you'll find this a rewarding read.



NEW PRODUCT

Pocher Pagani Kit

Price: £879.99 **Contact:** *uk.pocher.com*

REALISTIC
Kit has been created with Pagani's help and the interior (below) is one of many life-like details. The doors, steering and suspension all work

FANCY a Pagani for the price of a banger? There is a catch of course – this Utopia Coupé is just an eighth the size of the real hypercar and you have to build it yourself.

Model maker Pocher has created the huge replica of the limited-edition Pagani with the full permission and assistance from the car maker. The Utopia was built to celebrate the third decade of Horacio Pagani's company and only 99 real cars were produced.

The model is painted in the Utopia's launch colour, Rinascimento Lucido, and is 57.8cm long, weighing a hefty 8kg when assembled.

The kit is comprised of over 550 individual parts, and Pocher says it will take around 30 hours to build. No painting is necessary, but the assembly does requires more than 200 screws to be tightened.

The finished model has incredibly detailed parts, showing the real car's features such as the Mercedes-AMG-developed 851bhp twin-turbo V12 engine and elaborate interior. Even components which are not visible once the kit is finished, such as the Carbo-Titanium core body structure and special fuel tanks, are recreated faithfully to make the building experience more satisfying.

There are also working elements, including the steering, suspension and opening doors. The tyres are made of real rubber, and the kit even features the Utopia's trademark leather straps holding its front and rear clamshell panels.

The kit costs £879.99, or £999 with a clear acrylic display box to keep dust, fingerprints and cobwebs at bay. The case includes a velvet-flocked wooden base and a premium version of the instruction manual.

FIRST TEST

Armor All Red Bull Racing wipes

Price: £5.59 **Rating:** ★★★⯪☆
Contact: *halfords.co.uk*

RED Bull might not be wiping out its F1 opposition this year, but the team has created a new range of products with Armor All that could speed up your car cleaning.

We tried arguably the most innovative one, the Hybrid +Ceramic Protectant Wipes. These combine two fashionable elements – ceramic ingredients and disposable wipes – in a product that can be used to protect vinyl, rubber, and plastic surfaces.

The wipes are a reasonable size at 22cm x 24cm, and have an inoffensive scent. They are not overly moist, which means you may need a few passes on badly faded plastic or rubber, but they do eventually give a good-looking and even sheen. This is labour-intensive on larger parts of the car, such as bumpers, but it is perfect for interior trim.

Armor All claims the new wipes have 20 per cent more UV-blocking ingredients than its previous protectant products, and that the ceramic barrier reduces stains and dust build-up. This is great inside the car and makes a difference to external parts too, but the sheen was almost completely gone from our test bumper after just one wash.

ArmorAll
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Red Bull
RACING
MEDIUM SHINE
PROTECTANT WIPES
HYBRID CERAMIC
25

TESTED Starter packs

It's worthwhile taking precautions in case you're stranded with a flat battery. Our test reveals which is the perfect power pack to carry in your car

MINI TEST

Tom Barnard

IF you're worried about getting a flat battery in your car, it could be time to dump the jump leads and think about investing in a starter pack.

These little packages of power are small enough to fit in your glovebox yet contain enough energy to start a car engine multiple times. It means you won't need to beg for help from a passing motorist or risk damaging your car with misplaced leads when jump starting it.

Our champion for the past four years has been MSC Overland's 10Ah QC Jump Starter & USB Power Bank, but it faces its stiffest challenge yet in the form of the GP4000 from the rather amusingly named GOOLOO brand.

The newcomer offers considerably more battery power for slightly less money, although offers mean the prices are constantly changing, so we'd advise shopping around. However, unless you need the GP400's extra power, we still prefer the compact size, lighter weight and user-friendliness of the MSC.

GOOLOO GP4000

Price: £78.99 **Size:** 24Ah
Rating: ★★★★⯪
Contact: *gooloo.uk*

THE GP4000 might still be compact and convenient compared to lugging around a spare battery or jump leads, but it's bigger than any lithium jump pack we've tested before, at 22cm long compared to the MSC's 17cm. This means it packs in more power too, with a 24Ah battery and a claimed peak output of 4,000 amps. GOOLOO claims this means it can start a petrol engine of any size and a diesel up to 10 litres. It was certainly able to churn our 3.0-litre diesel VW with a dead battery into life several times.

As a bonus, a torch is built in and the GP4000 can charge electronic devices or run 12V accessories too. It should charge an iPhone 13 eight times.

The clamps used to attach to the car's battery terminals are also larger and heavier duty to allow for the extra power. The downside is that this means the pack and the storage kit are bigger and heavier – weighing in at a hefty 1.7kg.

GOOLOO
TITAN
GP4000
JUMP STARTER

MSC Overland 10Ah

Price: £79.95 **Size:** 10Ah **Rating:** ★★★★★
Contact: *mobilesolarchargers.co.uk*

LOOKING at the vital statistics alone, the MSC would seem to be an inferior product in every way. And yet it's the pack we'd choose to keep in the glovebox of our car for emergencies.

This is partly because it is smaller and easier to store, with an overall weight of 870g compared to the GOOLOO's 1.7kg. Although the GP400 claims it will start 60 cars with flat batteries, the Overland was still going strong after firing up the five in our test and showing an 82 per cent charge at the end. That would seem to be more than adequate for anyone who's not using the pack for commercial use.

The one big advantage the MSC has over its rival here is the display. It features a numerical LCD readout, which tells you the exact battery life as a percentage, and shows the power flow in and out, along with the source. By contrast, the GOOLOO has to make do with a simple four-bar LED gauge, which makes it trickier to know how much energy is left in the battery.

Halfords Roller Sun Shades

AUTO EXPRESS BEST BUY 2025

Price: £7 (twin pack) **Size:** 49cm x 41cm
Rating: ★★★★★
Contact: *halfords.com*

HALFORDS has a huge selection of sun blinds, ranging from basic black mesh panels to highly decorated blinds to keep the kids happy. But these roller shades stood out as particularly good value for money, at £7 for a pair.

It was difficult to find fault with them. The tops can be fixed using suction pads or hooked over the glass for extra security. The blinds can then be pulled down to reveal thick mesh, which blocked all the harmful rays but allowed us to see out. There's also a simple button to retract the mesh back into the housing.

Halfords Pop Up Cling Shades

AUTO EXPRESS Recommended 2025

Price: £6.60 (twin pack) **Size:** 49cm x 30cm
Rating: ★★★★½ **Contact:** *halfords.com*

IT'S another podium place for Halfords with these innovative shades, which worked much more effectively than we expected. One side of the panels is made of a soft vinyl material that is similar to old-fashioned window stickers used by car dealers' tax disc holders. They cling to the glass securely without needing glue.

They look a little scruffy once in place, but their main advantage is that the Halfords shades can be folded easily and stored in the door pockets when they are not needed. They are a little on the pricey side, though.

Ram Car Side Window Sun Shade

AUTO EXPRESS Recommended 2025

Price: £5.99 (twin pack) **Size:** 110cm x 50cm
Rating: ★★★★☆ **Contact:** *amazon.co.uk*

AMAZON'S best-selling Rams represent the hood-style shades in this test. Instead of fixing on the inside on the window, these enclose the entire top of the door. This ensures there are no gaps in the coverage and also means you can wind the windows down on most cars without worrying about flies infiltrating the interior. Bear in mind they won't work on a car without rear doors or frameless windows, though.

They were also baggy on the Panda and Puma's smaller windows and create more drag when you drive.

SUN SHADES

Which blind best keeps things cool while shielding the sun's heat and rays?

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Tom Barnard

WHILE the sun is usually a welcome sight in Britain, it can make life uncomfortable for your passengers in a car.

The rays warm up the cabin, making it difficult for children to sleep and teenagers to see the screens on electronic devices. That could make a long journey miserable for the driver, too.

There's a huge variety of sun shades available to make summer drives more bearable for everyone in the car.

Some shades are tailor made to an individual car and can be costly, but for this test we looked at cheaper, universal options that can be fitted to any model and moved between them.

All the products we tested cost less than £15, and can be slipped over the door or mounted straight on the glass. Which put rivals in the shade?

How we tested

WE were looking for shades that could provide protection from bright sunlight and then be quickly removed or shifted to make the interior less gloomy at night or in dull weather.

We looked at universal shades from various sources that could fit a range of cars. We tested them on the rear windows of a Fiat Panda, Ford Puma and Vauxhall Grandland, then scored them for ease of use, quality and value.

Munchkin Brica Sun Safety Roller Shade

Price: £7.59 (single) **Size:** 48cm x 38cm
Rating: ★★★⯪☆
Contact: *boots.co.uk*

THIS single shade works in the same way as our winners, but it feels like a step up in quality. It also features a "White Hot" patented heat alert, with a reactive spot that turns white when the car is too warm inside.

While likeable, the Brica is on the small side and the spring retraction is alarmingly keen. It's also hard to justify a price for one, which is higher than for a pair of the Halfords shades.

Caramaz Car Window Sun Shade

Price: £9.99 (twin pack)
Size: 51cm x 31cm
Rating: ★★★⯪☆
Contact: *amazon.co.uk*

ANOTHER Amazon best seller, the shades in this Caramaz twin pack use the common suction pad fixing method. The panels are longer and darker than cheaper rivals, which means they block out more of the sun's harmful rays once they're fitted.

The shades can be quickly folded and stored in a supplied bag, too. But the Caramaz blinds are let down by suction cup clips that aren't up to the job of holding the panel in place. It means it's difficult to justify the price.

Carkit Sun Shade Set

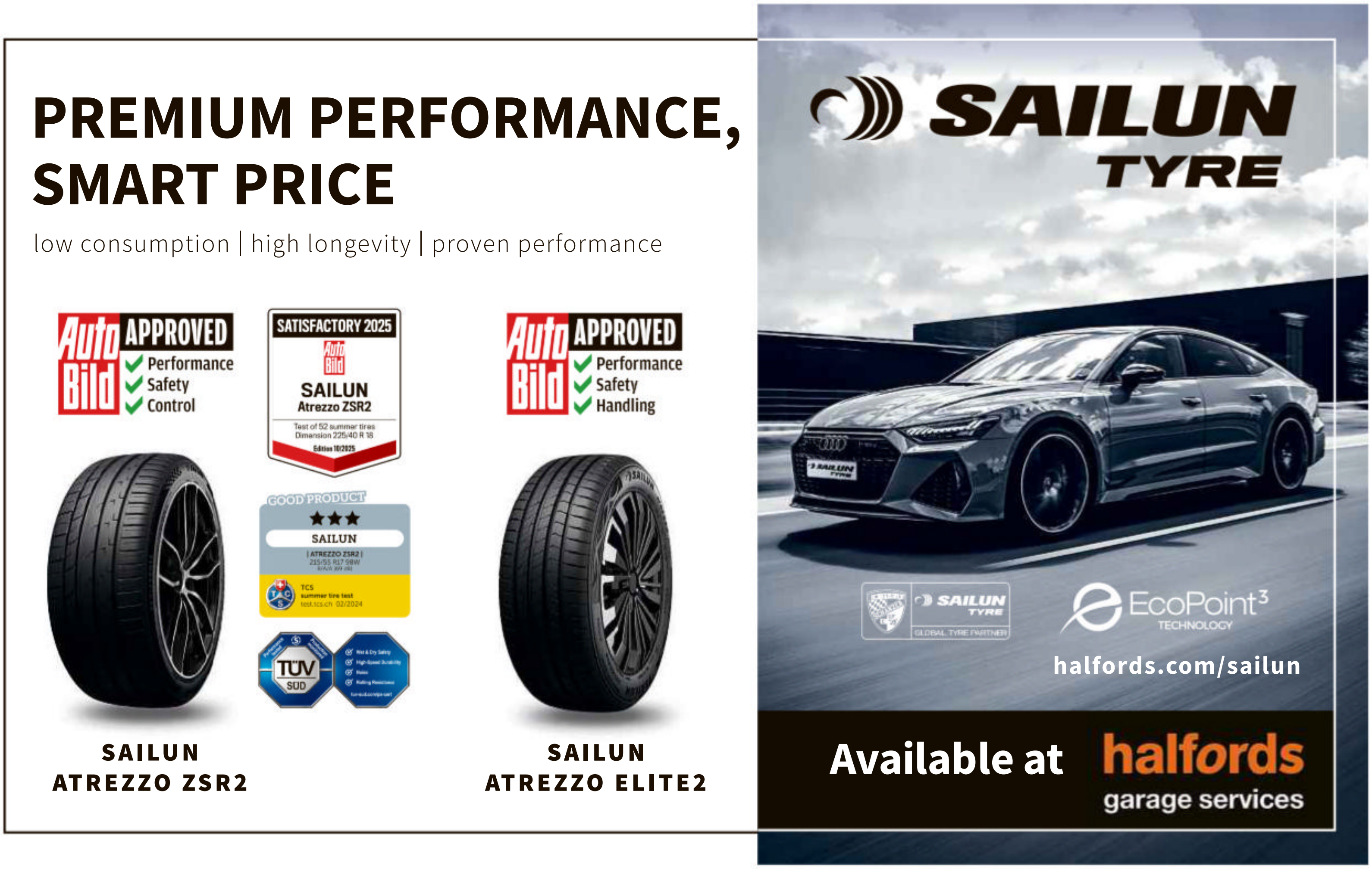
Price: £1.99 (twin pack)
Size: 45cm x 35cm **Rating:** ★★★☆☆
Contact: *therange.co.uk*

SHADES don't get any cheaper than this pair we found in The Range. As you'd expect, the quality feels poor, with a cheap, thin material. The packaging suggested suction pads were included, but none were, and the dimensions on the label were wildly optimistic, too.

But wedged into place on the top and bottom of the door frame, they did the job at a price that makes them virtually disposable.

Verdict

IT'S a one-two result for the Halfords shades in this test. Both worked well, but the roller blinds are much better value, if not as easy to store. The hood-style Rams are priced well, too, and give you total window coverage, while still allowing you to wind down the glass for ventilation.



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BUYING CARS

SUN'S OUT. DON YOUR X-RAY SPECS

SHANE WILKINSON

Our senior content editor explains why a dry and sunny day can be particularly useful when you're inspecting a potential purchase

AEX BARBECUES, pub gardens, beaches... the list of wonderful things that the sunshine brings is almost endless. We all love a bright summer's day, but did you know that this weather can also be a huge help when inspecting a car's bodywork?

While it's entirely reasonable to expect a few minor flaws on a used car (particularly an older example or one with high mileage) nobody wants to hand over their hard-earned cash only to discover a bunch of previously hidden scratches, dents and chips on their new pride and joy.

A car's paintwork can be a fickle thing; look at it in a certain light, on a rainy day or even from a particular angle and it can appear to be immaculate. However, change even just one of these factors ever so slightly and it can suddenly transform into a sea of scuffs, gouges and peeling or mismatched panels and poor-quality accident repairs.

> "A CAR THAT'S SITTING IN THE SUNLIGHT IS FAR MORE LIKELY TO REVEAL ITS SECRETS THAN ONE IN THE SHADOWS"

She'll be after my blood for sharing this, but this happened not long ago with my girlfriend's Peugeot 108. Its Laser Red paintwork looks flawless at first glance, but a recent sunny day revealed a horrifying number of swirls and imperfections that were pretty well hidden in plain sight. Rest assured, though, this is being corrected.

The point is, a car that's sitting in the sunlight is far more likely to reveal its secrets than one in the shadows. Obviously it's not 100 per cent guaranteed, but the odds of you spotting a potential dealbreaker will be vastly increased. And if you want a truly thorough inspection, ask a professional.

Of course not every used car has iffy paintwork. In fact, most reputable sellers will work hard to correct any major defects before putting any car on sale. However, caution can potentially save you serious money and despair, so there's no harm in waiting for a sunny day before getting up close and personal with a potential new car.

If you do find a hidden cosmetic issue that you're not happy with, it might simply be a case of the seller not knowing it was there. You're can always walk away but, in some cases, it may be worth giving them the benefit of the doubt and either working out a price reduction or having them carry out the necessary repairs prior to purchase.

Once again, though, it'd be frankly ridiculous to expect a used car to be in tip-top showroom condition. Common sense applies here, so be sure to set your expectations to reasonable levels based on the car's age, mileage and price.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

RIDE AND HANDLING

YOU SAID "It's very agile for an SUV and the high seating position gives a good view of the road ahead, so it's easier to plan accordingly, which reduces stress levels. I'm really impressed by the ride quality too."

DUSTER
ND71 DVF

MPG AND RUNNING COSTS

YOU SAID "Not only is my Duster great value, but it's also very cheap to run with excellent economy. Great service at the garage too!"

> "The shape is nice, the infotainment is brilliant and the car is really spacious. Basically, it's such a good car for the money."

11:53
Radio
Media
Phone
Vehicle
Settings
Smartphone Integration

INFOTAINMENT AND ELECTRICS

YOU SAID "Dacia has struck a good balance, with the switchgear. I especially like the heating controls with physical knobs. The touchscreen works really well in terms of its sensitivity, the graphics are clear and everything is easy to navigate."

PRACTICALITY AND SPACE

YOU SAID "I love the 360-degree cameras that make parking so much easier. The seating is reasonably versatile and the seats fold 60:40, but unfortunately not flat. There's space in the back for three, though."

"I love the way it looks and it's a great-value vehicle that delivers everything it set out to. It has smashed all of my expectations."

POSITION 9th

Dacia Duster Mk2

Richard Dredge

ALONGSIDE the Sandero, the Duster spearheaded Dacia's entry to the UK in January 2013. Although strictly speaking, it was the brand's return, because it was here briefly in the eighties. It failed to make a mark then, but the opposite was true in 2013, because this Renault subsidiary couldn't import its cars quick enough, such was the level of demand.

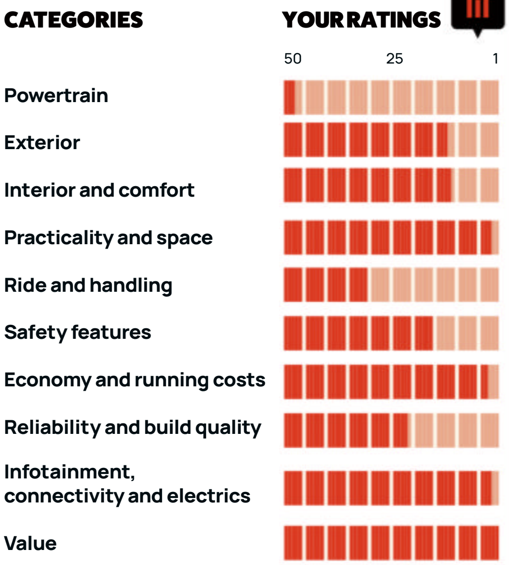
Dacia might be at the budget end of the spectrum, but that doesn't stop owners loving their cars. The Duster Mk2 won our Driver Power survey in 2024, and finishes ninth this year. It retains top slot in the value category and takes third place for practicality and infotainment, plus a fourth spot for running costs. Boot space bags another top slot, while the audio system and smartphone connectivity come second. Fuel economy ranks sixth, rear-seat legroom comes ninth and the quality of the exterior finish is a surprisingly accomplished 11th; the user-friendly controls get another thumbs up, with a third place.

However, there are some aspects that owners really don't like. These include the acceleration, which is ranked down in 49th, while the drivetrain smoothness comes 43rd. The interior design is 48th, while the cabin quality is a disappointing 46th. Also, although the reliability is rated an encouraging ninth, the overall quality comes in at a very poor 47th.

But it's clear that the Duster is punching above its weight. As one owner said: "The only thing holding Dacia back is the perception of the brand." However, we'd argue that Dacia seems to be doing just fine.

OVERALL SCORE 88.04%

USED PRICES FROM: £6,000 **YEARS:** 2018 to 2023
CO2: 141-149g/km **FUEL ECONOMY:** 42-45mpg (TCe 130)
BEST OPTIONS: Spare wheel, leather trim & heated seats (Prestige only), metallic paint (all but Access)



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

INTERIOR AND COMFORT

YOU SAID "Far better build quality and fit and finish than any car costing this little has a right to have. But the ignition switch is behind the wiper stalk, and annoyingly it's hidden in the dark. But the front seats are very comfortable on even the longest trips."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY
Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

YOUR VIEW

Reader comments reflecting how they feel about their car

"It's the cheapest 4x4 on sale and a big improvement on the previous version. There's a lot of great tech, but it's still basic to drive."

"I love how my Dacia Duster handles really rough roads. Bumpy country lanes? Severe potholes? It cruises through like a champ."

"The seat doesn't go high enough for me and the internal mirror doesn't adjust down enough. Other than that, I love my Duster."

WANT ONE?

Scan the QR code to see used Dacia Dusters that are on sale right now on the Auto Express marketplace

USED BUYER’S GUI

FROM £16,000 Distinctive and economical SUV version of Japanese brand’

Richard Dredge

BELIEVE it or not, but it’s more than 25 years since the Toyota Yaris first went on sale, replacing the Starlet in the process. It was back in March 1999 that the Yaris Mk1 arrived in the UK, and since then more than 10 million of them have been sold around the world.

While city cars and superminis are still very popular, the market has shifted towards SUVs, so it’s no surprise the firm came up with the bright idea of a raised Yaris, in the shape of the Yaris Cross. It proved to be a good move, too, because buyers have embraced Toyota’s smallest SUV; it has lots to offer, even if it isn’t necessarily the very best car in its segment.

HISTORY

THE Yaris Cross arrived in summer 2021, priced from £22,515. There were five trim levels, all of which were fitted with a 1,490cc three-cylinder petrol engine with hybrid assistance. Together, the engine and electric motor produced up to 114bhp, and this was sent to the front or all four wheels via a CVT automatic transmission.

By the time the GR Sport was added to the line-up in autumn 2022, Premiere trim was obsolete; this new edition featured a sportier design for the exterior and interior, along with retuned suspension for a more engaging drive. A facelifted Yaris Cross arrived in summer 2024, priced from £25,530 and with a significantly updated exterior design, along with an upgraded powertrain for the GR Sport and relaunched Premiere Edition, which was now rated at 129bhp.

The 114bhp set-up was still fitted to the Icon, Design and Excel cars, however. All models benefitted from extra standard equipment, including more or upgraded driver-assistance systems.

WHICH SHOULD I BUY?

GR Sport edition aside, all Yaris Crosses are mechanically the same, so it’s just a question of choosing a colour and trim level, then going shopping.

While the GR Sport has tauter suspension, which reduces body roll, comfort levels are reduced, so we’d avoid this edition unless you’re keen to have the sportier looks. Whether or not you need all-wheel drive is up to your circumstances, but no Yaris Cross is poorly equipped.

The entry-level Icon has 16-inch alloys, an eight-inch touchscreen with Apple CarPlay and Android Auto, adaptive cruise control, a reversing camera and climate control. The Design adds 17-inch rims, LED headlights, ambient cabin lighting, privacy glass and adjustable driver’s lumbar support.

Range-topping Excel models get 18-inch alloys, a heated steering wheel and front seats, a powered tailgate, a nine-inch touchscreen, dual-zone climate control, electrically folding door mirrors, front and rear parking sensors, synthetic leather trim and blind-spot monitoring.

PRICES

YOU’RE not short of choice if you fancy a Yaris Cross; we found more than 1,000 used examples for sale, priced from £16,000 for a 70,000-mile 71-plate car in Design spec.

That is the most common trim level and it accounts for a third of the cars available, while Excel is in second place. This spec accounts for a quarter of the Yaris Crosses for sale, with Icon not far behind. About one in 10 cars is a GR Sport, and these are priced from £22,000 for a 72-plate example with 20,000 miles on the clock. The same sum bags a 72-plate Excel that’s done just 15,000 miles, while for £18k you can buy a 22-plate Icon with 30,000 miles under its belt.

✓CHECKLIST

FOUR PLAY

Buyers could pick between front or all-wheel drive, with the latter marketed as the AWD-i. Only the Dynamic and Premiere trims were offered with AWD and such cars are rare; just one in 20 Yaris Crosses is a 4x4.

GOING SPARE

All Yaris Crosses come with a tyre-repair kit rather than a spare wheel. But you can buy a space-saver spare wheel from any official Toyota dealer, as part of a kit that also includes a jack and wheelbrace.

ASSAULT ON BATTERY

Lots of owners have found that if they leave their Yaris Cross for as little as a week, the 12-volt battery can discharge. Toyota recommends using a solar charger to keep it topped up; an upgraded battery is worthwhile.

A NOISE ANNOYS

The Toyota’s powertrain is pretty quiet, but the result is that road and wind noise are more obvious, especially at high speeds. It’s something you just have to live with.

11:25
4G
Phone
Music
Maps
Messages
Now Playing
TOYOTA
Podcasts
Audiobooks

INFOTAINMENT

Touchscreen is mounted high on the dash and measures either eight or nine inches, depending on the trim level. Owners responding to our 2025 Driver Power survey weren’t big fans of the built-in sat-nav

BUY THROUGH AUTO EXPRESS!
Scan the code to view used Yaris Crosses for sale now

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

ON THE ROAD
The Yaris Cross is easy to drive, rather than thrilling. Its ride is comfortable, but GR Sport models have firmer suspension. Road and tyre noise are noticeable at motorway speeds

DE Toyota Yaris Cross

s long-running Yaris supermini is a popular choice with British drivers, and it's easy to see why

EFFICIENCY
Toyota has been making cars with hybrid powertrains since 1997 and has refined the tech over the years. Many owners average 60mpg

▶

RUNNING COSTS

THIS is a Yaris Cross high spot in some respects. Economy can be seriously impressive, with 65mpg (or even 70mpg) easy to achieve, and many owners averaging 60mpg overall. Insurance groups are also reasonably low, at 11-15, with most pegged at 12 or 13.

All Yaris Crosses cost less than £40,000 new, so there's no road-tax supplement to pay, which means the bill is £195 per year. Maintenance costs shouldn't be too punishing, either, the service schedule is set at every 12 months or 10,000 miles, alternating between Intermediate (which is essentially just an oil and filter change) and Full. These cost £265 and £365 respectively, on top of which you'll need to add £96 every other year for fresh brake fluid.

A chain-driven engine means there's no cambelt to change.

RECALLS

TOYOTA has a good record when it comes to issuing recalls, and sure enough the Yaris Cross has been the subject of just two of them so far; both also affected the fourth-generation Yaris hatch.

The first campaign was issued in August 2023 and it affected just a handful of Yaris Cross models built in June 2023, which left the factory with their wheel nuts not tightened sufficiently. All that was required was to check the nuts and tighten them if necessary.

A second recall came in October 2023, but this time there were more than 27,000 cars affected, built from the start of production up to July 2023. These had faulty eCall software, which had to be upgraded to a newer version via an over-the-air update. Dealers would fix both problems for free.

INTERIOR
Interior quality is good and the Yaris Cross mixes physical controls with a touchscreen to offer the best of both worlds

ON THE ROAD

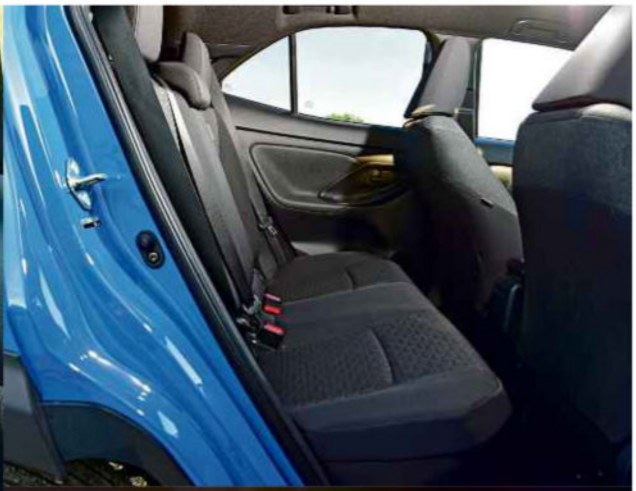
THE Yaris Cross is typical Toyota, in that it's easy to drive, rather than rewarding. Refinement is good aside from some road noise at motorway speeds, while the ride is decently compliant on broken surfaces. The CVT automatic gearbox works well, while the steering is well weighted, and the switch between electric power and the engine is seamless, so it's just the thing for urban driving.

But this isn't a car that you'd jump into for an early morning blast just for the hell of it; the best car in the segment for that is most definitely the Ford Puma, which is genuinely fun to drive.

ALTERNATIVES

SUPERMINI-sized SUVs are everywhere, so you're spoiled for choice. If electrification is key, take a look at the Hyundai Kona hybrid or the Renault Captur E-Tech; both are available without hybrid power if you prefer.

The most enjoyable car in this class to drive is the Ford Puma, which is also hi-tech and very practical, while the Volkswagen T-Cross and its SEAT Arona and Skoda Kamiq cousins are also very practical. The Dacia Duster looks smart and offers excellent value, while the Jeep Avenger, Vauxhall Mokka, Peugeot 2008 and Citroen C3 Aircross are all the same underneath. Also view the Kia Niro, Nissan Juke and Mazda CX-30.



PRACTICALITY
Rear-seat space (top) is tight for adults, but the boot capacity (above) is 397 litres for front-wheel-drive models. This drops to 320 litres for 4WD editions

INTERIOR
THE Yaris Cross feels modern with its large touchscreens and digital instruments. The quality is good rather than exceptional; Toyota got it right with the switchgear, though, with physical controls for the things that matter. Rear-seat space is tight for adults, but boot room is good, at 397/1,097 litres; AWD models knock 77 litres off this.

DRIVER POWER

THE Yaris and Yaris Cross are both in the 2025 Driver Power survey, in 35th and 41st place respectively. The Yaris Cross didn't manage any first places, although it did come second for drivetrain smoothness and fuel economy, but only 31st for servicing costs and 27th for other running costs. Owners also like the quality, brakes, handling and comfortable ride, but not the built-in sat-nav, rear-seat legroom, heating and ventilation, or shortage of cubbyhole space.

AEX VERDICT ★★★★☆

SUVS are big business, and the Yaris Cross has deservedly been a smash hit in the UK (and elsewhere) for Toyota. It accounts for around half of Yaris family sales and it's easy to see why. It looks distinctive, costs just buttons to run and is as reliable as you'd expect a modern Toyota model to be.

So it will come as no surprise that this smart-looking Toyota has been praised for its fuel economy, compact dimensions and easy driving experience. However, as we found out when we ran an example for six months on our long-term fleet, the Yaris Cross is one of those cars that's very easy to respect, but it's a lot harder to love.

3 CAR GARAGE

French fancies with Alpine, Peugeot and Citroen

Add a little Gallic charm to your driveway with these fantastic French models

By Alastair Crooks

SOMETIMES our love of cars is a result of where they're from, and if you're a bit of a Francophile, then these three offerings we found on the Auto Express used-car marketplace will surely be tempting. They've certainly got variety nailed down, including a truly great lightweight sports car, a practical estate and a surprisingly comfortable EV.

PEUGEOT 508 - £14,999

1

THIS Peugeot 508 represents a segment from a forgotten time – not only is it an estate, but it's a diesel, too. It still makes sense in 2025, though, because its maker claims the 131bhp 1.5-litre BlueHDI unit can return an incredible 62mpg.

Being an estate, it has a big boot, of course, yet the sleek styling still looks fresh today – especially in GT Line trim, which helps make the car look utterly fabulous.

Before you buy, make sure you try the unusual i-Cockpit cabin layout – it won't suit everyone.

If this particular Peugeot 508 has already found a new home by the time you get here, you can find more examples through Auto Express via this QR code

"The sleek styling still looks fresh today – especially in GT Line trim, which helps make the car look fabulous"

CITROEN e-C4 - £11,000

2

THE Citroen e-C4 might be five years old now, but it's still one of the better electric family crossovers on the used-car market.

Its combination of a funky-looking cabin, space and decent equipment levels is a solid reason to have this hatchback-cum-SUV sitting on your driveway.

Another big reason is the way it drives – it's not the sportiest option around, but in classic Citroen fashion, the e-C4 is a wonderfully comfortable car, with plenty of suspension travel to soak up bumps and ruts, plus the company's renowned 'Advanced Comfort' seats.

If this car has been sold, just click on the QR code to check out all the Citroen e-C4s available to buy right now through the Auto Express classifieds

"It's not the sportiest, but in classic Citroen fashion, the e-C4 is comfortable, with plenty of suspension travel"

ALPINE A110 - £39,750

3

WHAT can we say about the Alpine A110 that hasn't been said already? A real sports car that's equally at home whether it's blasting down a B-road or attacking a track, the A110 is sadly bowing out next year, so now is a great time to get one before an all-electric version replaces it.

The example we've found comes in at just under £40,000, but it's covered a mere 9,000 miles and combines a glorious metallic paint finish with silver wheels.

If you're after an A110, scan the QR code to view deals available now through Auto Express's network of trusted dealers.

ALPINE
AL18 PNE

"The A110 is a real sports car that's equally at home whether blasting down a B-road or attacking a track"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S,
add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	N/A	9.4	159	N/A	£23660
1.6T (147) auto Summit	N/A	9.4	159	N/A	£26660
1.5T PHEV (204) auto Aspire	N/A	8.5	23	N/A	£29830
1.5T PHEV (204) auto Summit	N/A	8.5	23	N/A	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	N/A	9.8	177	N/A	£25940
1.6T (147) auto Summit	N/A	9.8	177	N/A	£29180
1.5T PHEV (204) auto Aspire	N/A	8.5	31	N/A	£32660
1.5T PHEV (204) auto Summit	N/A	8.5	31	N/A	£36380

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

Dealers: 128 Warranty: 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 Warranty: 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 Warranty: 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 Warranty: 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 Warranty: 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 Warranty: 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ Driver Power: 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ Driver Power: 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ Driver Power: 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A Driver Power: 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 Warranty: 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 Warranty: 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 Warranty: 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ Driver Power: 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ Driver Power: 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 Warranty: 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arc Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£33180
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34730
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41760
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£47790
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35830

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

AMG GT 4-Door - 5054x1953mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.4	3.2	298	50	£159300
4.0 V8TT (843) at AMG GT 63 S E Prf	25.2	2.9	254	50	£182450

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto GT	274.8	7.9	34	36	£46920
1.6 Hybrid (225) auto GT SW	274.8	8.0	37	36	£48120

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660

GT: add £2950-£3530 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360

GT: add £2950-£3530 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

NEW CAR PRICES

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** 29th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

GET the feeling that everyone around you seems to be enjoying their new cars while you're still stuck with the one you've had for plenty of years? Rest assured: you're not alone in having such thoughts.

Of the 36 million cars registered in the UK, 20 per cent are seven to nine years old and 18 per cent are between 10 to 12. Astonishingly, almost a third (32 per cent) have already had their 12th birthdays. And at the other end of the scale, just 15 per cent are less than three years old and the same amount again are between three and six.

Put another way, the majority (70 per cent) of cars on the road today are over or way beyond seven years old. Even more shockingly, those in the 12-plus age bracket represent by far the largest proportion on the road.

In the main, members of the motoring majority are hanging onto well and truly used, battered and bruised cars due to the economics of life in the inflationary 2020s. The average new car this spring/summer reportedly costs around £44,000. So if a driver owns, say, a tired, high-mileage but still reliable and loved premium saloon that's worth only £4,000 on the second-hand market, the prospect of he or she being able or willing to switch to an equivalent new car costing an extra 40 grand is highly unlikely, if not impossible, for their family finances. Thus, more tried and tested old cars are being kept on the road longer. And why not?

> **"MEMBERS OF THE MOTORING MAJORITY ARE HANGING ONTO WELL AND TRULY USED CARS DUE TO THE ECONOMICS OF LIFE IN THE INFLATIONARY 2020s"**

Inevitably, new-car sales have fallen. Between 2015 and 2019, they exceeded two million a year. Yet from 2020 to '24 they plummeted below the psychologically important 2m mark.

Something to do with savvy motorists already recognising the growing value for money, reliability and longevity that used motors offer, and being turned off by the circa £44k price tags for average (and sometimes very average) new models? Without doubt.

Today's most clued-up drivers know and sensibly exploit the fact that they can buy modest, decidedly used but perfectly adequate 'ageing' cars via their personal disposable incomes and/or savings. In doing so, they avoid the huge expense of borrowing money at high interest rates. These are the type of loans that can easily lead to that initial purchase price of £44,000 rising way beyond £50,000 all-in. This is not the sort of money an average motorist on an average salary should have to spend on an average new car.

There are also some 'matter of principle' issues here. Friends and relatives assure me that even though they've been serial new-car buyers in the past and remain as wealthy as ever, they object to recent inflation-shattering new-car price hikes and refuse to pay them.

Instead they drive their "old, much-loved, nicely run-in" cars that cost them relatively little. Can the motor manufacturers blame them? More importantly, what is the industry doing to make new cars the attractive buying propositions they were not long ago? You know, when showroom prices were fairer, logical and more customer-friendly?

MIKE RUTHERFORD

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